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Annual Cotton Problem.

With the announcement of "first bales" of the new cotton crop has begun the annual discussion of the cotton problem. Forecasts of the crop are given, reports of damages are published and plans of planters to regulate the market are suggested. It is an old story. It is so old that it is possible each year to outline the programme weeks in advance. The cotton-growers' convention, once in good standing, has declined in importance, as its inutility has been demonstrated by experience. Equally futile are other schemes whereby the growers may be expected to combine to control the price of the staple. As long as planters have to mortgage their crops before the seed is planted, as long as much cotton must be thrown upon the market at the beginning of the season to satisfy creditors and to secure the basis for the next season's operations, so long will the market control the planters. The only man who is independent of the cotton market is the one who has, by diversifying his farming, raised enough products other than cotton to support his family and to meet the other expenses of his farm. If every cotton plantation was one producing 5000 bales it might be possible for all planters to be induced to unite in a movement to regulate prices, provided they all were out of debt. As it is, the only planter able to wait until the market suits him is the diversifier. As the Arkansas Gazette, discussing the latest organization scheme, says:

Many planters, especially those who have habituated themselves to the one-crop idea, have no control of their crops. They are mortgaged before they are planted, and the first bales must go to the mortgagors as soon as ginned and baled. Those who have made advances to the planter insist upon the payment of the debt as soon as the cotton can be picked and marketed. If there is to be any holding for higher prices it will be done by the supply merchants, and not the planters. But very few merchants are in a position to do this. They have creditors as well as the planters, and they are compelled to dispose of their cotton to meet their obligations. The Eastern and Liverpool spinners are the ones who reap the benefit from our mistaken system of farming. * * * The one-crop planter who must obtain advances from his banker or merchant to make his crop must turn his bales loose upon the market as soon as they are rolled out of the press, or as many of them as are necessary to satisfy his creditors. Until this system of farming is abandoned the market will always be glutted.

with cotton during the early fall months, and this means lower prices.

While diversification is a sovereign remedy for the evil, accumulated difficulties make it hard for some men to adopt it. It must necessarily make slow headway. In the meantime, however, three movements may be encouraged, which, if successful, will contribute largely to the independence of cotton-growers. These are the erection of cotton mills, the provision of facilities by which cotton will become the basis for easy loans without loss of the planters' interest in it, and the adoption of a system of handling cotton more economical than the old method.

As a rule the erection of a cotton mill raises the value of land in its neighborhood. The land has not been changed in character, but a near market is provided, not only for cotton, but also for food products, thus helping on diversification of crops and therefore giving the grower the opportunity to escape some of his accumulated burdens. It is only necessary to recall the experience of New England, and rather that of textile communities in the South, such as Charlotte, N. C., to demonstrate the value of a cotton mill to any section.

Even if the grower was in a position to hold his cotton for any time, the facilities for its safekeeping and profitable keeping are not what they should be. On another page of the Manufacturers' Record Major J. F. Hanson points out that the warehouse capacity for cotton storage in the South is entirely inadequate for present requirements; that insurance rates on cotton stored in the old way are prohibitory, and that receipts for cotton do not warrant loans with them as collateral. At one or two points have been started a plan to overcome these drawbacks. It is the plan of the bonded cotton warehouse, capable of a great expansion. The plan insures safety for the cotton, or protection of the owner from loss in case of damage or destruction, and receipts which, backed by the bonded feature of the warehouse, permit the owner of the cotton to secure an advance at reasonable rates instead of being compelled to sacrifice his property. This warehouse system has a tendency, therefore, to make money easier in the community, to strengthen the position of the grower, and to increase his importance as a cultivator of various crops.

In response to a demand of the buyers, who fix ultimate prices of cotton, inventive genius has been united to sagacious capital in offering to growers a method doing away with much of the waste and expense of handling the staple between the gin and the spindle. The method is known as the round-baling system, or it should be said, round-baling systems, for there are three or four inventions which have entered the field in the last year or two. The greatest tribute to this professed relief is the fact that the ele-

ments which have hitherto thrived upon the uneconomical system detrimental to the planters have displayed a wonderful activity in attempts to counteract the work of the new systems, and even to suppress them by legislation.

However, cotton-mill building may be expected to continue in spite of philanthropic protests from persons who would prefer the South to be producer and not a manufacturer of cotton, the extension of the bonded cotton warehouse system will be encouraged by liberal legislation affecting investments of capital, and the improvement in methods of handling cotton for market will be made in spite of misrepresentation or misdirected efforts to overcome an economic law by legislative enactment. The end will be greater independence of the market for the cotton-grower, and a disappearance of rainbow-chasing suggestions of conventions or other attempted co-operative moves of the growers.

Dynamics of Capital.

Alluding to a review of the 20,000 factories of Philadelphia, with an annual production of \$600,000,000, and to the statement that a factory in that city pays taxes only upon its real estate, the Nashville American, which does not favor the entire policy of exemption from taxes, although recognizing its good points, says:

We do heartily favor the policy of encouraging the establishment of manufacturing plants and the establishment of corporations of any kind which are employers of labor. Everyone knows the chief reason why the North is rich and prosperous today is on account of its corporations, corporations to which the South pays tribute.

If we had great manufacturing concerns here in this section of country which turned our raw material into finished products, great banking concerns which would furnish money to conduct operations of business on a large scale, great insurance companies which could take care of our business, both fire and life, how much better off we would be. Millions upon millions of dollars which are sent North every year would in this way be kept at home. Tennessee alone sends out of the State each year over \$4,500,000 in insurance premiums. The establishment of such concerns would open careers for our young men, would give employment to labor and would keep with us money now going away.

We would not write in this strain if we thought we were talking of the impossible or impracticable, but we are not. We have good ground for what we say. We have all the essentials here for a country every whit as progressive and prosperous as New England or Pennsylvania, and yet compared to them we are poor. Ought we not, therefore, to do all in our power to encourage the investment of capital and the building up of corporations which give employment to labor, instead of giving heed to the demagogic cry which derides them?

The American is truly not dealing with impracticabilities in making such wise suggestions. If there is any section in the country which needs the dynamics of corporate capital, it is the South. It needs such capital to extend its railroads, to uncover its great mineral deposits and to turn them into marketable products, to create markets for the fruits of agriculture, and consequently to widen the opportunities

for Southerners to find congenial employment at home. This capital, however, will not be available to the extent that is necessary if it is confronted by hostile legislation, framed for demagogic purposes only, or by hostile public sentiment, cultivated for selfish political ends. It will come when such teachings as those of the Nashville American find effective lodgment in the minds of men who will be most benefited by welcoming and nourishing its creative influence.

The Part of Iron.

British financial and industrial papers are reflecting in striking manner the strides made by the United States as exporters, and are tracing the development of recent months to our manufacturing activity, with iron as its basis. In some quarters there is an inclination to discount the importance of the outward movement of American products, though obvious facts are not suppressed. Thus the Iron and Coal Trades Review of London, without asserting "that it is not possible that the American prowess may be ultimately equal to all that is claimed for it," and that "the conquest of American industrials may even exceed our most anxious apprehensions and their most exultant and self-satisfied vaunting," argues that "if the American costs of production have gone up to anything like the same extent as American prices—which, however, we do not assert as likely—the export business in which they are now engaged must be done at a considerable loss." The paper then summarizes the situation during the past fiscal year, and says:

These figures are practically the outcome of the contracts made by American merchants and manufacturers some months ago, and much of this quantity has been marketed at considerably less than current rates. It may be added that the export continues on a large, although a slightly diminished scale, the total quantity of iron and steel sent abroad in May having been about 80,000 tons, or at the rate of 960,000 tons a year. If we compare the declared values of these exports with the prices quoted in this country, we find that the great bulk of the American iron and steel shipped this year to Europe is returned as of considerably less value than the iron and steel sold by British manufacturers; in other words, that the Americans are cutting prices in order to get sales, where they are not working off old contracts at the lower prices of several months ago.

Turning to Canada the paper finds that during eleven months, ended June 1, the United States exported thither about 81,259 tons of steel rails, valued at nearly \$1,500,000, and that the American exports of other descriptions of iron and steel continue to be greater than British, in spite of the differential tariff of 25 per cent. in favor of Great Britain, but it thinks that this will be only a temporary disability, inasmuch as Canada is likely to be supplying within a few years her own increasing requirements, and in conclusion says:

Meantime, while the prices of iron and steel are so high in the United States, the British manufacturers have an exception-

ally good chance of recapturing a large part of the lost Canadian markets, if only they go about it in the right way.

Without attempting to harmonize this last quotation and the concluding paragraph of the first one, it may be of interest to note that the London Financial News traces the large increase in American exports to the point nearly equaling those of Great Britain to manufactures, which "may be regarded as the central fact in the situation." It is further interesting to note in this connection statements in correspondence of the London Financial Times. One correspondent reviews the mineral resources of Kentucky, Tennessee, the Virginias, the Carolinas and Georgia, and says:

In ten years the output of coal in the Southern States has increased over 100 per cent., while in the production of coke the increase has been considerably larger. Forty per cent. of the coal area of the United States is in the South, and this vast wealth has scarcely been scratched. Let me give a few particulars and figures. The eastern part of the State of Kentucky is literally one mass of coal, suitable for steam, coking or domestic purposes. Besides, there are enormous deposits of cannel and splint coals exceeding rich in volatile combustible matter, quantities of which are shipped all over the States, to Europe and South America, for gas-making purposes. The coke made from coal mined in this section of the State is strong in structure, contains up to 95 per cent. of fixed carbon, less than 4 per cent. of ash, and only about half of 1 per cent. of sulphur and phosphorus. The price of coal in this district on the railroad cars is about 3s. 6d. per ton and of coke 6s. to 7s. per ton. The State of Alabama, it is estimated, contains over 1000 square miles of workable coal running up to seventy-five feet in thickness, sufficient to last 10,000 years, with a consumption of 10,000 tons per day. This coal is rich in carbon and volatile combustible matter, while it contains very little ash and practically no sulphur. The average price of coal at the mines for 1897 was about 3s. 8d. per ton. The output of coal has grown from 380,000 tons in 1880 to 6,527,000 tons in 1897. The production of coke during the same period has grown from 60,000 tons to 1,500,000 tons. The average price of coke at the ovens in 1897 was 7s. per ton. Your readers may not know that in England coke is selling at the ovens at from £1 to 30s. per ton, when it can be obtained.

The wealth of Alabama consists of its practically inexhaustible deposits of iron ore and spathic or spathite. These ores contain 50 per cent. and upwards of metallic iron. Some of them contain 10 to 20 per cent. of lime, and in many cases are self-fluxing. The production of iron ore in Alabama has grown from 171,000 tons in 1880 to 2,241,846 tons in 1897, while the production of pig iron during the same period has increased from 68,000 tons to 1,033,000 tons. Pig iron can be produced in Alabama for about 24s. per ton. Within the last three or four years plants for the manufacture of steel have been built, while at the present time a plant capable of producing 1000 tons of steel per day is in course of erection. It is stated that steel billets can be produced for about £2 6s. per ton. At the present time steel billets are selling in England at about £6 10s. per ton. Birmingham, Ala., is the center of these industries, and all around has grown up a great foundry and rolling-mill industry, and many plants for the manufacture of gas and water pipes, stoves, etc. The products of Alabama have now a market in every part of the world, even in far-away Japan. American-made water pipes are being laid down in Great Britain, and quite recently a large consignment of Alabama pig iron was sold in Liverpool, the freight for which was 14s. per ton from the furnace to the Mersey. Alabama has an area of 52,000 square miles and a population of 1,500,000 to 2,000,000.

Another, a railroad man of the United States, attributes to the advance in the price of pig iron much of the promotion of industrial development in the South, shows how the South, with its enormous mineral resources, is well fitted to meet the demands for iron, and says:

The railroads of the South are doing all in their power to facilitate this develop-

ment, and furnishing means of transportation to new sections. There is no lack of transportation in the South. The Louisville & Nashville Railway, with its 4800 miles of rails, the Southern Railway, with its 5300 miles, and other lesser lines are furnishing means of transportation and month by month extending their lines to aid in this wonderful industrial development of the mineral resources of the South. The attention of investors is rapidly turning to the South, and daily we hear of the purchase and transfer of mineral lands of greater or less extent, and some of these sales aggregating a million or more in money. Of course, it is well understood that one of the raw materials necessary to the manufacture of iron is coke; consequently there is today a great demand for coke, which is far in excess of the capacity of existing coke-producing plants. This naturally calls for the securing and development of coal lands that have heretofore been undeveloped, and additional ovens are being rapidly built to meet this demand. The manufacture of coke alone at present prices is the source of great profit.

This development is not confined to the mineral resources of the South, but has extended to the manufacture of cotton. Up to the beginning of this year the South had cotton mills aggregating 4,000,000 of spindles, consuming 1,250,000 bales of cotton, and the building of these cotton mills is on the increase; in fact, there are springing up all over the South mills large and small, some with only 5000 spindles, others with 30,000 to 50,000 spindles, and this is all made possible by the demand for cotton goods that can be made at the source of raw material more cheaply than they can in the northern sections of the country, to which the manufacture of cotton goods was heretofore confined. The markets for the cotton goods manufactured in the South are not confined to this country, but are extending to Europe and far-away Asia and Africa and the isles of the Pacific ocean. China and Japan alone are becoming enormous consumers of the brown sheetings manufactured in the South, and I am satisfied I am not over-bold in assuming that the day is not far distant when the Southern States of this country will monopolize the manufacture of the coarser grades of cotton goods.

This, briefly, is a part of the situation in the South of today, and of its future there seems to be little doubt. New conditions are rapidly developing that must enhance the interests of the South.

These comments and statements furnish food for deep reflection in the United States and in England. They reveal the increasing importance of the United States in the world's commerce, suggest that upon the development of that commerce depends the stable prosperity of American industries and point clearly to the part that the South is to play in that development and the share of the prosperity which it will enjoy if foresight and wisdom in action characterize its future course.

The Textile Advance.

There are indications that the textile department of the North Carolina Agricultural and Mechanical College will be started as promptly as circumstances will permit. The committee having special charge of the work and President Winston have begun an active campaign to raise funds for the building, and to secure machinery for its equipment. The textile manufacturers of North Carolina are expected to show a practical interest by contributing funds, and the manufacturers of mill machinery are supplying machinery. The time has come for North Carolina to engage to a much greater extent than at present in the manufacture of finer cotton fabrics. To accomplish this, greater efficiency of operatives and new machinery are needed.

A textile school may be depended upon to supply the first, in addition to being a powerful influence for the diversification of textile operations, while mill builders will naturally, in selecting their equipment, be attracted to the machinery with which the new class

of operatives and directors of mills are familiar. The textile department will thus be an object-lesson of most utilitarian character. The textile schools of the two Carolinas and Georgia are a direct response to immediate demands. They mark the beginning of a most significant advance in Southern textile interests, and will have decided influence upon the development of the industry in other parts of the South.

For a Business Rally.

Arrangements are being made for a very strong committee to draft the address to be issued as the pronouncement by the Southern Industrial League, recently organized at Atlanta, Ga. There is a possibility that the committee will be unwilling to issue the address without first submitting it for discussion before a convention of the league called especially for that purpose. The effort will be to make the address really a declaration of Southern business men upon business conditions and topics in which they are interested. The deliberation characterizing the work of the committee in charge of this address promises well for the South, especially when considered in connection with the attitude of the Southern Industrial League, evidenced by the tone of the papers, such as those of Major J. F. Hanson and Hon. S. G. McLendon, presented at the meeting of the league, and also by the resolution under which the committee was appointed. The league ought to be a rallying point for men of all the States of the South who realize the difficulties to be overcome before the South may enjoy its true heritage.

Business at Blackstone.

[Special Cor. Manufacturers' Record.]

Blackstone, Va., August 12.

Blackstone, in Nottoway county, on the main line of the Norfolk & Western Railway, is 118 miles west of Norfolk. It has more than 1000 population, and is in the finest dark-tobacco section of Virginia. It has five large leaf-tobacco warehouses, the sales in which during the last season have amounted to 3,400,000 pounds, bringing on an average of seven and one-half cents a pound. Among the manufacturing industries of the town are a planing mill and dressed-lumber factory, a large fertilizer plant, with two factories, of which Foreman Epes is president, a flouring mill and corn mill and several stemming and reprizing factories for the export tobacco company, of which Tugle & Son are the owners.

The Citizens' Bank has a capital of \$50,000, surplus and undivided profits of \$17,000 and deposits of \$165,000. Judge J. Mann is president.

The Land & Improvement Co., of which Mr. Foreman Epes is president, is active in improvements.

The city council has under consideration an issue of bonds to build a system of water works. Mr. W. A. Lord is ex-officio of the council.

Blackstone is the natural market for a large section of country, peopled with thrifty and industrious farmers.

Rich Deposit of Zinc.

[Special Cor. Manufacturers' Record.]

Bristol, Tenn., August 15.

Captain Bowie, mining engineer of this city, has discovered in Scott county, Virginia, twenty miles from Bristol, a very rich vein of zinc, nine feet in width, which has been located for one-half mile. A shaft has been sunk seventy-five feet through solid ore. Already 100 tons of ore are on the dumps ready for ship-

ment. Captain Bowie states that he will develop on a larger scale his fine find.

The Diamond Ice Co. of Bristol will add a new 25-ton-per-day machine this fall, and thus double its capacity for next season's work.

GRAIN AT LITTLE ROCK.

[Enlargement of Capacities of Elevators with Railroad Facilities.]

[Special Cor. Manufacturers' Record.]

Little Rock, Ark., August 14.

The evolution of the railroad situation in this city, while it is making changes in all lines of trade, is shaking up the grain business in a most lively manner. T. H. Bunch has leased for a term of years 300 feet front from the Missouri Pacific Railway Co. at the crossing of the New Orleans division of the Iron Mountain Railroad and the new Choctaw road, upon which he will at once erect an elevator. There is a rumor that the contract has been awarded to Esmuller-Heyde Mill Furnishing Co. of St. Louis, but whether this is correct or not, the fact remains that August Berblinger, superintendent of that company, has been in the city several days.

All the other elevators are enlarging their capacity and putting in improvements, notably the Little Rock Mill & Elevator Co., to which the railroads are running additional lines, and it is also increasing its hoisting capacity 3500 bushels per day. Quite a number of new grainhouses are also opening up. In a local way there is also a great increase in the volume of wheat raised. Ten years ago no wheat was produced in this section. Three years ago 22,000 bushels were sold here from this and adjoining counties; a year later it increased to 160,000 bushels, and last year the receipts were about 600,000 bushels.

Suggestions from Tennessee.

In a letter to the Manufacturers' Record Mr. E. C. Camp, president of the Coal Creek Coal Co. of Knoxville, Tenn., writes:

"We can assure you that we read the Manufacturers' Record with much interest. Your views upon sound money, just protection, the correction of errors among our Southern people as regards capital, corporations, etc., and the development of the Southern country all meet with our approval.

"We ship our coal all over the Southern States, going almost to every cotton-mill owner, as well as to the Southern and other railroads. Major J. F. Hanson, whose admirable address was in your last issue, is a warm friend of the writer, and we were together in the sound-money convention at Indianapolis. I wish you would sometime ventilate in your paper the conduct of our own State in operating coal mines of its own, using the convict labor in doing so and selling much coal at a price far below the same grade of coal mined by free labor, thus injuring to a large extent that enormous business. Our legislature is also prone to these bad laws that are crippling and barring out capital. They actually prohibit by recent legislation the uniting, as in our case, of two or more companies, in order thereby, with reduced expenses and larger capital, to serve the people better and at more reasonable prices.

"This section of East Tennessee is one of the richest in the United States. It has more and vaster minerals than any other section in this country. All we need is a little more of that public spirit which advertises our country more and gives less of support to small politicians, who are entirely wanting in business sense and wise legislation."

STEEL-MAKING AT SHEFFIELD.

Great and Small Things Manufactured from the Metal.

[Staff Correspondence Manufacturers' Record.]

Sheffield, England, August 1.

The Don river is not an important stream. Many a Southern river far exceeds it in size and water-power, but the Don is far more noted than many an American water-course, as it flows through the heart of the steel industry of this section. Sheffield is located on both sides of the Don valley, the mills rising in some places to a height 300 feet above the water. But the majority of the steel works are built on the lowlands, through which the river passes just after it leaves what might be called the commercial part of the city, although several of the larger cutlery works adjoin the shopping and residence district. The Joseph Rodgers factory comprises a long irregular row of shambling brick buildings almost in the center of the city, and here is manufactured the famous Rodgers cutlery.

The smoking chimneys in the Don valley would intimate to the casual observer that the makers of shafting, armor-plate, ordnance and tool steel were busy, and this is confirmed strongly by the additions being made to such works as the Vickers and the Jessup. Within less than a mile from each other these noted plants occupy less than seventy-five acres of ground combined. In fact, one of the most striking things to an American visitor is the manner in which space is economized. It seems almost incredible that the annual output of each should be what it is, considering the area of the ground covered. Yet there is no overcrowding and space is found for everything. At the plant of Messrs. Jessup & Sons improvements are being made almost constantly. At present they are installing considerable electrical apparatus for the purpose of running special tools independently of others. They use both the Siemens and the crucible processes, and manufacture for pens and coin dies as well as for saws, cutlery and tools. When it is considered that the steel turned out for pens alone at this plant averages over a ton a week, an idea can be gained of its demand through the nicety of the processes employed and high standard of the material. It comes out in large sheets of the required thickness, from which the pens are cut out by the makers by machinery, or rather stamped out. The skeleton remaining is then sent back to the works to be remelted. While at the Jessup plant the writer saw a large consignment of bar steel ready to be shipped to the Browne & Sharp Manufacturing Co. of Providence. The company, however, is now shipping to all parts of the world.

The International Peace Conference has had little effect as yet on Messrs. Vickers' Sons & Maxim, for their plant is very busy on shafting, armor-plate and ordnance. The general revival in shipbuilding is notably shown in the Sheffield district, where large quantities of marine work are now being turned out. At the time of the writer's visit the Vickers had a score of guns, ranging from eight to twelve-inch, under way, some of which were of the wire-bound type. This has found much favor with the British government, and it is probable that the latter will use wire guns altogether for new equipment of warships and land fortifications in the future. The Vickers gun shop is very complete, although it has not as much modern apparatus as the gov-

PRICES NO OBJECTION.

Feature of Eastern Buying in the Birmingham Market.

[Special Cor. Manufacturers' Record.]

Birmingham, Ala., August 15.

The only feature of interest in the iron market the past week was the fact that the best buying was from Eastern points, which made no opposition to prices. They supplied their wants at current values. There was the usual run of small and medium-sized orders, and the aggregated sales topped current output. Silver gray sold at \$17, No. 1 foundry at \$16 and No. 2 foundry all the way from \$15 to \$15.50. No. 3 foundry sold at \$14.25, and perhaps some sold at \$14; gray forge sold at \$13.25 to \$13.50. In the present condition of prices, which show such a satisfactory condition, there will be an occasional concession. That should be expected. But, as a rule, prices are held pretty firm. The experience of those wanting supplies for prompt and nearby delivery could only convince them that the iron famine so long predicted was on. Every day makes it but more apparent. There is borrowing and exchanging and begging and paying of premiums among those who must have iron for immediate use.

This condition has precipitated a wild rush for warrants on a market practically bare of offerings. There were only about 25,000 tons in the warrant yards of Alabama and Georgia on the 1st inst., and a portion of that is in litigation, and, of course, not available. What few warrants there are obtainable are at prohibitory prices save for the fact that the iron must be had. The export trade has been nominal. There may be a lapse in some orders or an exchange of deliveries that favors an order, but this is not often. In September some deliveries will be made on past business, and shipments will commence. Domestic shipments are just as great as shipping facilities afford.

The Vanderbilt furnace blew in yesterday, practically a six weeks' delay in the time set. Others preparing to go in blast will meet the same, if not greater, disappointment. It is almost impossible now to have inserted in a contract for repairs a specified time for the completion of the work. Contracts were formally awarded to the Means-Fulton Company here for the repairs to the Ironaton furnaces and the Gadsden furnace, but they will be fortunate if they are ready for business by November. As the product of the Vanderbilt furnace is sold for twelve months ahead, all they will have to do will be to make deliveries. They will cut no figure in prices or in filling up holes in the market. For this year, at least, the prospect is very poor for any increase over the present output in this district. Colonel Shook, who has been director-general in the building of the steel plant, says that, barring further unexpected accidents and unforeseen delays, they will in November be turning their wheels.

The Shulers are exercising every energy to rush the bar, rod and nail mill. But contracts that specified completion by July 1 are still uncompleted, so great has been the pressure in all lines of machinery and building. Among the important contracts lately secured by Hardie-Tynes Machine Co. is one consisting of two 300-horse-power Corliss engines for the cotton mills at Griffin, Ga. There was plenty of competition for the order, and their success advertises Birmingham.

In October will be started here a hotel of fifty-two rooms, exclusively for men and intended to be headquarters for the traveling fraternity. Another hotel is being considered, but nothing definite has as yet developed. Great interest has

been manifested in the revivification of the State Fair at this place. Support sufficient to make it a success has been obtained, and it will be held in November.

Real estate and rents have appreciably advanced of late. If, as some claim, high rents are an indication of prosperity, Birmingham's prosperity is at high-water mark and still rising. J. M. K.

Eastern Iron Markets.

[Special Cor. Manufacturers' Record.]

Philadelphia, Pa., August 15.

The iron market has met with very little change for a week. The big guns are away. A fever of excitement has prevailed for months, and everyone is glad of a rest. Prices are just where they were a week ago, but what they will be when demand sets in is another question. A very large percentage of this year's requirements are covered, but the very important factor is not known, viz., to what extent are this year's requirements not known and not covered. We will find out a good deal about this by September. By that time more furnaces will be in blast and additional rolling-mill capacity will be producing.

Pig iron is high and scarce, and will probably go higher. The outside quotation for No. 1 X foundry is \$21; steel rails are \$31; steel billets \$36 to \$37. These three quotations show the scope of the market.

The most urgent demand this fall will probably be for plates and shapes. Marine engine building and marine requirements of all kinds will be very large. Railroad builders who have not yet ordered will be heard from, but the bulk of rails wanted for this year's tracklaying have been already ordered.

The situation is about the same. What worries buyers is, will there be enough material to go around, and next, will there be a prohibitive advance in prices. Prophecy is useless. Everyone is ready for a surprise. It seems to be in the air. Higher prices under the circumstances are the most natural. There are demands for more material than can be furnished. Two weeks ago the estimated pig-iron production was 267,000 tons per week. Next month's report ought to show 280,000. Some think this an impossible jump.

There is trouble brewing in the billet market. Billets are being called for, and in order to scare consumers off such a price as \$37 at mill, it is alleged, is quoted.

All the bar mills are crowded with business, and the reports from local offices are that a bigger demand than ever is coming. The car builders are coming back. An hundred and one little buyers are coming in. The mills are sold sixty days ahead at least. Some are running only single turn up in the State because some of their puddlers have left elsewhere for higher wages.

Labor organizations are being started up among the Eastern Pennsylvania rolling-mill men, after successive advances in wages have been voluntarily paid them.

The sheet-iron makers have just had inquiries for galvanized and corrugated sheeting, which makes it look as though buyers were going to pounce down on the mills for stocks.

In merchant steel another advance in prices is threatened September 1.

Tube work is so badly wanted that mill production has to be divided around to keep customers going.

The condition at the plate mills threatens to become serious. All mills are simply overwhelmed with business, and there is lots of new work demanding to be attended to.

The entire situation is one of anxiety. We have not yet reached the limit of high

The output in the Joplin (Mo.) district for the week ended August 12 was 11,700,530 pounds of zinc and 1,117,530 pounds of lead, valued in all at \$264,669. The output in the district since January 1 last has been 318,084,550 pounds of zinc and 28,959,130 pounds of lead, valued in all at \$7,902,451.

prices. A further advance is pending unless a good many signs fail.

The bituminous coal trade is very active.

PROBLEMS OF IRON.

The Editor of Bradstreet's Summarizes the Situation.

In a letter to the Manufacturers' Record the editor of Bradstreet's has this to say regarding the iron and steel industry:

"The American iron and steel industry has been particularly favored during the past few years, though the average spectator, basing his views purely upon the movement of prices, would date the beginning of this improvement within a year. The real improvement, however, began long before this. The development of a large foreign outlet for domestic iron and steel, a feature of the years of 1894 and 1899, inclusive, was probably the most important of all the favorable features occurring, in that it took off the domestic market an aggregate of production which, in the absence of such foreign outlet, would have been well-nigh overpowering. The total value of our exports of iron and steel and manufactures thereof in the fiscal year ending in June was \$93,715,951, more than twice what it was in 1896, nearly three times what it was in 1895, and considerably more than three times what it was in 1894. Coincident with this expansion in our foreign outlet naturally came a decided contraction in our takings from other countries, and for the past fiscal year the imports were but \$12,098,239, only about one-eighth of our exports, less than one-half the imports of 1896, and little more than one-fifth what they were in 1891.

"Though an important feature in this direction, however, our foreign outlet was not the only cause or source of improvement. The fact is that after a long period of repression the entire world, to use a homely simile, 'let out a few holes in its belt,' and all over the civilized and partly civilized world arose an imperative demand for iron and steel in its myriad forms. Asiatic and South African railroad building, heavily increased demand for new ships, immensely developed uses for iron and steel in structural forms for modern building purposes and the natural demand for renewals in all directions found the iron and steel trade of the world unprepared, with stocks, owing to the hand-to-mouth buying of recently preceding years, not unduly large, and with prices, furthermore, at such a low point as to practically create new uses and demands where they never before had existed. It is unnecessary to say that the iron and steel trade has been more or less taken by surprise by the events of the past year. Certainly leading trade authorities do not claim to have predicted what actually came about. The doubling of prices, which has occurred in about eight months, has not been clear profit to the manufacturers or to the producers of raw material. This is very evident when it is recalled at what small advances in quotations, practically, the entire year's product of lake iron was disposed of, or if heavy advances in wages are recalled. Again, if leading iron manufacturers had clearly foreseen what has come to pass within the last six months, it seems certain that they would not have sold their production in advance as they did, it being a notable fact that a number of large concerns sold so far ahead last autumn that they were therefore unable until well on in this year to reap much of the profit which last spring's advance apparently showed.

"In the first half of 1899 our total production of pig iron was 6,289,000 tons,

and not only this immense production, but in addition 288,000 tons of manufacturers' and other stocks was also consumed, pointing to an aggregate of 6,577,000 tons used in the first half of the year, an amount almost equal to the total production in 1894. Current production is at the rate of nearly 14,000,000 tons per year, against a total output last year of 11,773,000 tons, but owing to lighter production earlier the former amount may not be reached. Regarding current demand, it might be said that while production is at the heaviest rate ever known, demand appears to be no less eager and prices maintain all their past firmness. Talk of a famine in raw materials has been met by the statement of authorities in the trade that there will be sufficient raw material, such as ore and coal, to go round, and that the immense reserve of idle furnaces, given as 175 on June 30 this year, will prevent anything like the predicted famine in pig iron. Regarding this latter, however, it might be said that there were only thirty-eight more furnaces working at the close of the half-year period on June 30 than there was at the beginning, notwithstanding the immense stimulation to prices, and the fact seems to be that while prices have heavily advanced, buyers are apparently still eager, orders being reported booked at Pittsburg and at Chicago for delivery during the first quarter of next year.

"If the question of outlook for our iron and steel industry dealt only with conditions in our own country, prediction might be hazarded as to the possible course of events for some time to come, because domestic trade conditions appear quite promising at present, but one of the prices paid for the entry of this country into the markets of the world is its necessarily being affected by the course of trade and prices in other large iron-producing countries. It is easy to recall the immense increase in the demand for iron and steel witnessed in England at the close of the engineers' strike there. Shipbuilding, which had been greatly retarded, immediately became brisk, and the past six months has probably witnessed a greater tonnage of ships laid down in our own and other countries than ever before recorded. The effect of the increased prices on this demand for new tonnage must be considered when any question of probabilities in the general iron and steel trade is under discussion. Unquestionably the effect of present stimulating prices must be the bringing about of a vast increase in production the world over. In view of what has been accomplished in the past year, however, he would be a bold prophet who would predict much beyond the end of this year or the first quarter of next. Beyond that time there would seem to be an opportunity rather for the unprejudiced chronicler of ascertained facts."

A Mexican Undertaking.

Mr. James Meehan of Kentucky is making a success of the Monterey Foundry & Manufacturing Co. at Monterey, Mexico. The foundry was acquired in 1896, was remodeled, renovated and enlarged, and is now a complete modern plant of American manufacture representing an investment of \$125,000. The plant includes a foundry, machine shop, brass foundry, hammer shop, pattern shop and woodworking shop. About 235 men are employed in the enterprise. Most of the skilled mechanics are Americans, receiving on an average from \$5 to \$8 per day, while the laborers, all Mexicans, receive from seventy-five cents to one dollar a day. Mr. John K. Pollard, consul-general, says that a general specialty and jobbing business is carried on. The spe-

cialties consist of sugar mills of all sizes, mining and smelting machinery, engines up to twenty-five horse-power, brass cock and fittings of all descriptions, school furniture, architectural iron work, etc. Locomotives are repaired and rebuilt in this foundry. The pig iron used therein is imported from the United States, the scrap iron is procured in Mexico, the steel used in the manufacture of tools and machinery is imported from the United States, and wrought iron is purchased in the latter country and in Mexico. The business of this foundry has doubled in the last three years, and is daily increasing. Its annual sales amount to about \$325,000.

IRON AND METAL TRADES.

A Year of Exceptional Prosperity Now in View.

[Special to Manufacturers' Record.]

New York, N. Y., August 17.

In its review of the market the Iron Age will say this week:

"The iron markets have gained in strength, and the feeling is growing rapidly in the trade that the next year will be one of exceptional prosperity, all doubts as to the maintenance of present prices for the balance of this year being dispelled, if indeed higher figures will not have to be paid in some lines to secure prompt delivery.

"What everybody is watching for with the keenest interest is for evidence that present values are checking consumption. It would be idle to deny that instances of this character do not crop up, but it is noticed, too, that often those who protest most loudly quietly buy later on. While it may seem premature to discuss 1900, it is a fact that makers and consumers are deeply interested in the problem of what course to pursue, and that an increasing tonnage of sales is finding its way into the order-books.

"It is not so long since that leading men in the industry had apparently settled down to the conviction that \$25 for steel billets and about \$26 for steel rails would be a satisfactory basis for 1900 from the standpoint of the maker as to fair profits, with the assurance of a full consumption. It looks now as though the figure will be considerably higher. As a pointer in that direction come the reports of purchases in the West of 40,000 tons of steel rails to the Chicago & Northwestern and 20,000 tons to the Rock Island roads at \$29 for 1900 delivery. These reports are not officially confirmed, it being represented that the Western rail interests want \$31. So much seems certain, however, that the basis of negotiations is much higher than was considered possible only a short time since.

"It is certain that in certain lines, notably in pig iron, the engagements for 1900 have already been heavy. One Southern interest is reported to have over 150,000 tons on its books, while a large interest controlling a very important industry has orders for over 200,000 tons of material secured.

"It must not be forgotten, either, that a good deal of tonnage which cannot be delivered in time will be carried into next year. In steel rails alone this is variously estimated at 400,000 to 500,000 tons.

"There has been a good deal of talk of purchases of steel in Europe for shipment to this country. It is true that large inquiries are in the market, but it is difficult to see how the business can be put through. Steel billets, ex-ship, would cost at least £6 10s., and, adding the duty of \$8.96, the cost would be about \$41.50, which is out of the question, except for manufacturing in bond, for export, under drawback arrangements. We

have not learned that anything of this kind has been done.

"On the other hand, we know of one case in which negotiations are pending for the sale of 25,000 tons of American material to go to Europe to relieve the extraordinary scarcity there.

"An interesting incident is the capture by the Pencoyd Iron Works of orders for forty-five double-track lattice-girder spans and eleven single-track pin-connected spans for the Imperial Government railways of Japan. The order calls for about 7000 net tons of material, for delivery during the middle of next year.

"That the prospect of paying high prices is not scaring capitalists is shown by the report that J. J. Hill is considering the building of fifteen steamers of 8000 to 10,000 tons each for a new Pacific line.

"Among the notable transactions during the week was the purchase of about 30,000 tons of pig iron by the Central Foundry Co. on the basis of \$15, Birmingham, for No. 2 foundry.

"In Pittsburg the pig-iron and steel markets have been quiet, but very firm."

IRON IN FRANCE.

Opportunities for Americans in that Market.

United States Consul Brittain at Nantes, France, thinks Americans have a chance in the French iron market. He writes:

"There have recently been many inquiries for the names of the leading firms in the United States that manufacture various kinds of machinery. A number of sales of American machinery have been made during the past year. Heretofore considerable machinery used by the shipbuilders of Nantes has been purchased in England. English manufacturers have two advantages over those of the United States—first, their nearness to this market; second, the advantages accruing from the minimum tariff rate. For machine tools weighing over 1000 kilograms (2204 pounds), the maximum duty is fifteen francs (\$2.89), the minimum ten francs (\$1.93) per 100 kilograms (220.46 pounds); weighing from 250 to 1000 kilograms (550 to 2204 pounds), maximum twenty francs (\$3.86), minimum sixteen francs (\$3.08); small tools, weighing less than 250 kilograms, maximum seventy francs (\$13.50) and the minimum fifty francs (\$9.65) per 100 kilograms. The difference on structural iron or that used for shipbuilding is not so great, the maximum being six francs (\$1.15) and the minimum five francs (ninety-six cents). The recent augmentation in prices and the scarcity of a visible supply of structural iron in this part of France makes this an opportune time for the American manufacturer to invade this market. The nearness of the English manufacturer has given him an easy victory in the past, but the shipbuilders of the Loire have come to the conclusion that if the American iron manufacturers can sell iron in England and in English colonies, it is at least worth while to get our prices.

"I believe if the American manufacturer were on the ground with prices and terms he could capture some orders. There are three shipyards at Nantes, where there were constructed last year forty-two iron vessels, varying in tonnage from 3000 downward. At St. Nazaire, thirty miles west of Nantes, there are extensive shipyards, where some of the largest vessels in the service of the Compagnie Generale Transatlantique were built. About two weeks since a large war vessel for the government of Japan was launched at St. Nazaire. American manufacturers of structural iron would do well to correspond with Julun Lanoe

of Nantes, an extensive dealer, who is anxious to obtain American prices on bar, structural and plate steel and iron."

ACTIVITY AT RICHMOND.

Three Large Developmental Enterprises Under Way.

Enterprises of the Chesapeake & Ohio and the Richmond, Petersburg & Carolina railroads and the Virginia Electric Railway & Development Co., now under way, are adding to activity at Richmond, Va. The viaduct of the Chesapeake & Ohio Railroad will be of steel and double-tracked, and the minimum height will be about twenty or twenty-five feet. The Richmond, Petersburg & Carolina road will cross the James by a bridge having five spans in the south channel; a viaduct across Mayo's Island and four spans in the north channel. It will cross six squares of the city by a viaduct and join the Richmond, Fredericksburg & Potomac road a short distance west of the Hermitage road. The Richmond Times devotes nearly two columns to a survey of the progress of the work thus far, and has this to say about the development of the James-river power:

"The headgate of the Virginia Electric Railway & Development Co.'s dam will extend from the wall at Tredegar street to the head of Brown's Island, thence in a straight line to the abutment of the Petersburg railroad bridge on the Manchester side. The dam will be about five feet in height, all the way across the river, and about seven feet thick. It will be 1800 feet long and contain 5000 cubic yards of concrete. It is situated to catch the whole pressure at the head of the falls. The dam will be connected with the Development Company's power-house by a canal, which will be fifty feet wide, from five to seven feet deep, and about a mile long. It will be made level on the bottom and lined with concrete to give unimpeded flow to the water and to facilitate cleaning the raceway. The capacity of the plant will be 14,000 horse-power. At first 4000 horse-power only will be used, but every provision has been made so that when necessary to increase the power to 14,000 it will only be necessary to place the machinery. Turbine wheels will be the medium through which power is obtained. An auxiliary steam plant will be provided, so that at low water there need be no diminution of the power provided. The power station will be within half a mile of the center of distribution, enabling the giving of cheap and safe power, as continuous current generators with low voltage will be used. Four 1000-horse-power generators will be installed at first, and ten more as needed. The auxiliary steam plant will be vertical Corliss engines. The company expects to be ready for business about March 1 of next year. Steam will be used for a short time at first, until the water-power is available."

"A hurried preliminary canvass of Grace and Franklin streets was made to see if a sufficient number of lights will be taken to justify the running of conduits up them. In a short time 2300 lamps of sixteen candle-power were engaged, and the council will be asked to grant a permit to run the conduit. Lights are promised at about the same price as is now charged for gas. The company is endeavoring to have everyone who builds a new house wire it for electric lights, and has been uniformly successful. Monumental Church is to use electric lights, and will be the first Richmond church to do so, it is said. The Development Company will probably furnish power for the Traction cars, and will make a bid on the city lighting when the next award is made."

RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

TEN YEARS' GROWTH.

Development of the Chesapeake & Ohio Railway.

Among the improvements of the Chesapeake & Ohio Railway, in progress or contemplated, noted in the annual report of the company, is the construction of an elevated way through Richmond, Va., with a passenger station costing about \$1,500,000; the erection of a new grain elevator, an ocean pier and a coaling pier at Newport News at a cost of about \$500,000, practically duplicating the tide-water facilities of the company; the construction of a line thirteen miles long across the New river and at Piney creek, in West Virginia, to develop additional coal territory; the construction of various sections of double track over the mountains and through the coal district, aggregating about thirty miles, which will practically make a double track of the line from Richmond to the New river coal district, and the construction of a line draining the territory tributary to the Greenbrier river in West Virginia. Reviewing the ten years of the present management and starting from the time when the company had just acquired possession of its main line from Fortress Monroe to Cincinnati, including the James River division, the report says:

"It has since acquired the line from Ashland to Lexington and trackage rights into Louisville, and also trackage rights from Gordonsville to Washington, with some branches from various places along the line, increasing the mileage from 918.3 miles to 1444.8 miles. The double track reported at that time was 8.3 miles; it has now increased to 98.2 miles. The sidings were reported in that year 262.3 miles, and are now 497.4 miles. The equipment has increased from 211 locomotives to 355, from 139 passenger cars to 212, and from 9909 freight cars to 16,022. The gross earnings have increased from \$5,290,000 to \$12,009,839.15; the net earnings from \$1,025,000 to \$3,932,455.14. In the same time the fixed charges of the company have increased from \$1,700,000 to \$3,133,097.25. The capital stock, however, has been reduced from \$71,000,000 to \$60,536,400. The physical condition of the property today and ten years ago is beyond compare. The trainload of freight trains has doubled. The tonnage capacity of the freight cars has increased from 214,299 tons to 431,270 tons. The 50-pound, 56-pound and 62-pound rails in the main track have been replaced by 75-pound and 100-pound rails, and practically all of the bridges have been rebuilt."

The gross earnings during the year were \$12,009,839.15; expenditures in operating, maintenance and taxes, \$8,077,384.01; fixed charges, etc., \$3,226,324.51, leaving a surplus of \$706,130.63.

BUILDING UP TRAFFIC.

Work of the Ohio River Railroad in West Virginia.

In recent months there has been marked improvement in traffic and in the general business situation in the territory of the Ohio River Railroad Co. in West Virginia. There is now in process of construction a branch line from New Martinsville to Clarksburg, W. Va., with a maximum grade of twenty feet to the mile westbound. In a letter to the Manufacturers' Record Mr. J. H. Hamilton, general superintendent of the road, says that "this connection with the Pennsyl-

vania lines from Wheeling will constitute the shortest line between the West Virginia coal fields and the lakes, and will put the Ohio River Railroad in a position to offer manufacturers the best fuel at the lowest cost of any territory in the United States. The territory tributary to our line is now furnishing natural gas to the Pittsburgh district, and to a number of cities in Ohio, and since the decline of the Indiana gas fields our territory is the only one in which manufacturers can be assured an unfailing supply of natural gas for a number of years."

"The policy of our company is to encourage the location of manufacturing enterprises by taking care of them in the matter of rates on raw material and finished products, and the location of our line, forming the boundary between the Trunk line and the Central Traffic Association, enables us to give our people the most advantageous rates to and from all of the large distributing centers."

"With these advantages and a line of railroad practically without grade, we feel that we have reason to expect a continuous increase in traffic, and that with our improved service the Ohio valley will soon become the most attractive location for all kinds of manufacturing enterprises."

"At New Martinsville a tract of more than 250 acres of land has been purchased for the purpose of furnishing manufacturers with locations at a reasonable figure. This property will be subdivided and sold for factory locations at actual cost and interest."

BRISTOL THE CENTER.

Railways Stretching to Seaboard and Mineral Lands.

[Special Cor. Manufacturers' Record.]
Bristol, Tenn.-Va., August 15.

The Virginia & Southwestern Railway Co. has 500 hands at work (and want 1500 more) on its extension from Elizabethton, Carter county, to its Doe Mountain iron-ore mines, in Johnson county, Tennessee. The total distance is thirty miles. Of this, there are fourteen miles graded in different sections. Tracklaying was commenced last week, and on a few miles the steel has been laid.

Manager N. L. Reynolds of the Linville River Railway was in Bristol today, and states that tracklaying on his road will be completed this week, and that cars will commence running from Cranberry to Pinola, N. C., on Linville river, the middle of next week. This line is a narrow-gauge one thirteen miles in length. There is a rumor that this road will be extended to the mouth of Wilson creek, a distance of fifteen miles, whence there is a narrow-gauge road building to Lenoir, N. C. From Cranberry the East Tennessee & Western North Carolina runs to Elizabethton, and from there the Virginia & Southwestern comes to Bristol; so that with the connections made, Bristol would have another railroad outlet, this one to the Southern seacoast at Wilmington, N. C. Only about fifteen miles of this system remains to be built, this being the link between Linville river and Wilson creek. This, however, would be very heavy work, requiring great expenditure of capital and very expert and skillful engineering. However, money can move mountains as well as hide a multitude of transgressions.

New Carolina Line.

Messrs. Julian S. Carr, E. B. Barbee and others incorporated this week the Raleigh & Eastern Railway Co. The capital stock is \$100,000. It is proposed to build the road not to Springhope, as it was at first believed, but to Wakefield, Wake county, or Earpsboro, Johnston

county, a distance of twenty miles, bringing Raleigh into close touch with a rich agricultural section. In discussing the plans of the company Mr. E. B. Barbee said:

"We are simply going to build a railroad from Raleigh into what we believe is the garden-spot of Wake county. Those of us who have been in business in Raleigh during the past dozen years know that our best trade comes from east of the Neuse river. We know that this is one of the best rural sections in North Carolina. We know the people and have known them for years. We know that they are industrious and prosperous. We know, or we think we know, that along the line of the proposed road there is an abundance of resources that are calculated to make a local railroad profitable. We know of splendid water-powers, fine timber lands, a magnificent farming section, good country produce and other advantages that are inviting, and we are simply going down with a railroad to give them the facilities they need and turn all the traffic into Raleigh."

July's Heavy Business.

Reports of the leading railroad systems for July show that the roads are sharing to a wonderful degree in the benefits of the heavy grain and general freight movement and the great activity in iron, coal and kindred lines of manufacturing. The movement is confined to no section, for the gross earnings of 104 systems for July, according to Bradstreet's, aggregate \$51,347,925, a gain of 17.3 per cent. over those in July, 1898. The gain in gross earnings of roads in which the South is particularly interested include the Illinois Central, \$300,333; Baltimore & Ohio, \$322,858; New Orleans & Northeastern, \$24,021; the Atlantic, Knoxville & Northern, \$10,237; the Chesapeake & Ohio, \$89,090; the Louisville & Nashville, \$299,913; the Mobile & Ohio, \$137,358; the Norfolk & Western, \$157,295; the Southern, \$104,128; the International & Great Northern, \$39,596; Kansas City, Fort Scott & Memphis, \$69,686; Missouri, Kansas & Texas, \$119,209; Missouri Pacific & Iron Mountain, \$147,000; St. Louis Southwestern, \$58,800; Texas & Pacific, \$84,629.

Memphis Is Liberal.

About eighteen years ago the Memphis Grain & Package Elevator Co. secured a lease for twenty-five years of property on the river front at Memphis, to be used only for the erection of buildings for handling passengers and baggage, freight, merchandise, grain, produce, cotton, machinery, cattle, hogs and horses. Later the operations of the elevator company were interrupted by fire, and they did not rebuild. The legislative council of the city has voted to transfer the contract of the elevator company to the Choctaw & Memphis Railroad Co., and has extended it for fifty years. This movement is to enable the railroad company to perfect its terminal facilities at Memphis.

Connecting Two Roads.

It is reported that grading for a connection of the Sabine & East Texas and the Texas Trunk railroads has begun at Cedar, and that it is the intention to build the entire road by sections of ten miles each as rapidly as the route is located. The stockholders of the Texas & New Orleans Railroad Co. will meet at Houston, Texas, on September 6 to provide for an amendment to the charter authorizing the company to operate the connection and to purchase the Texas Trunk Railroad, extending from Dallas to Cedar station, and the Louisiana West-

ern Extension Railroad, extending from Orange, on the Texas & New Orleans Railroad, to the Sabine river.

Fifteen-Mile Extension.

The preliminary survey for an extension of the Holly River & Addison Railway Co. will begin this month. The extension will begin at a point three miles west of the present terminus of the road, which is a narrow-gauge one at the mouth of Grassy creek, and will run up Grassy creek by the most practical route over the mountains to Addison, W. Va., a distance of about fifteen miles. Hon. John T. McGraw, president of the company, will direct the financing of the operation. A 30-pound rail, with angle bars, will be used.

New Southern Depot at Danville.

The policy of the Southern Railway in regard to the thorough improvement of the buildings along its line is a marked feature of that company's present developments. Among the new depots recently decided upon is that for Danville,

age the location of industries along the line.

The Nashville city council, by a vote of fifteen to five, has passed a bill permitting the three street-railway companies to consolidate in one company.

Mr. Joseph M. Brown will represent the railroads comprising the Seaboard Air Line system as general agent of the freight department, with headquarters at Atlanta, Ga.

It is stated that in addition to orders for 500 new box cars, the Louisville & Nashville Railroad has leased 1000 box cars and several hundred flat cars for use in the South.

The power-house for the Spartanburg Railway, Gas & Electric Co. at Spartanburg, S. C., is almost completed. The proposed capital stock of the company, \$150,000, has been subscribed.

Several lines have been run for the proposed electric railway connecting Gainesville, Ga., with the Dunlap property, on the Chattahoochee river, where water-power is to be developed.

The power to operate the line will be generated in a dam in the Rockfish river.

Upon the receipt of the news of the disaster by the storm in Puerto Rico, Vice-President E. St. John of the Seaboard Air Line immediately telegraphed to Secretary Root of the United States War Department offering to transport, free of charge, contributions for the relief of the Puerto Ricans.

A dispatch from Raleigh, N. C., states that Mr. J. C. Angier, general manager of the Cape Fear & Northern Railway, has purchased from T. M. Hall a railroad running four miles from Dunn, on the Atlantic Coast Line, into the pine forests in Harnett county, and also 1500 acres of pine timber near the terminus.

A dispatch from Richmond states that the contract for building the Manchester & Petersburg electric line has been given to Mr. R. J. Simmons of Richmond. The right of way through Chesterfield county was granted sometime ago, and the measure for right of way through Manchester will probably be presented to the city council shortly.

The August issue of the Southern Field, edited by Mr. M. V. Richards, land and industrial agent of the Southern Railway, Washington, D. C., contains a variety of valuable information about the cities, towns and farming neighborhoods in the territory of the Southern Railway, with suggestions for men seeking homes or locations for industries.

It is expected that by September 10 the Mobile & Montgomery division of the Louisville & Nashville Railroad, between Montgomery and Mobile, will be laid with new rails. The road has been ballasted with heavy slag the whole distance with the exception of seventeen miles. Work of remodeling the bridges will not commence before November.

HEALTHY WEST VIRGINIA.

Industries More Interesting Than Politics.

Governor G. W. Atkinson of West Virginia reports a healthy state of affairs in that State. The people are busier with industries than with politics. In an interview for the Pittsburg Dispatch he said:

"Things politically are very quiet now in my State. The people are very busy developing it. We are just beginning to grow. There are thirty-six railroads projected, eight of which are under construction. West Virginia is the first State in the Union for oil and lumber, second for coke and third for coal.

"In a short time we hope to pass Pennsylvania in the manufacture of coke, as your coke area is limited, while ours is almost unlimited. Eighteen months ago we passed Ohio in the production of coal, and this year we will go into second place, ahead of Illinois.

"It will take us about twenty-five years to surpass the Pennsylvania coal output. Our oil production last year was 20,000,000 barrels of white sand oil, and oil is being found in nearly all the counties; we turned out 2,600,000 tons of coke and 16,000,000 tons of coal in the same period. Mines are being opened all over the State. Our people are proud of their material resources."

The Merchants and Manufacturers' Club of Columbia, S. C., organized last May, has now a membership of 200 business men. Col. Willie Jones is president; Col. S. A. Pearce is secretary, and Mr. J. P. Matthews is treasurer.

The Federal Smelter Co. has secured at El Paso, Texas, a 100-acre site for its \$500,000 plant, which is expected to be running by the fall.

COMMERCE.

This department is devoted to a record of the rapidly developing commerce of Southern ports.

INDUSTRIES IN TURKEY.

Suggestions for American Manufacturers and Exporters.

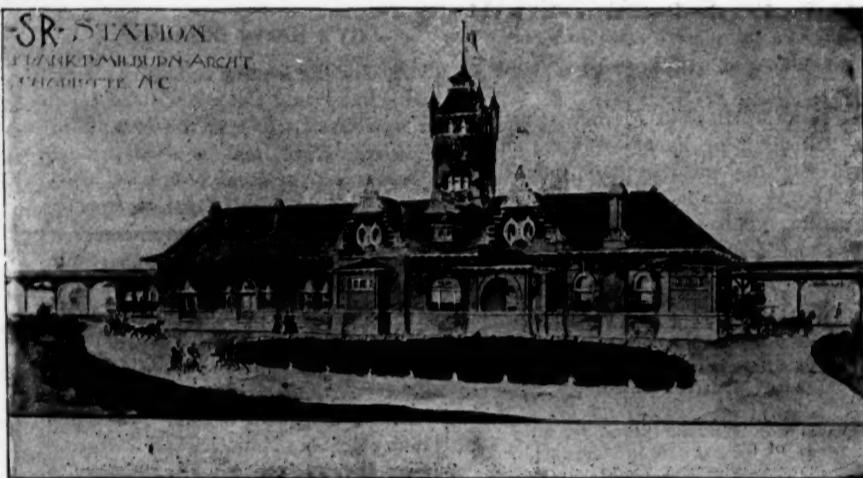
In a letter to the Manufacturers' Record Mr. Alexandre D. Kalghakis of Smyrna, discussing industrial developments in Turkey, says:

"England furnishes the greater part of the material for all our factories, mills and shops. Germany supplies India rubber in sheets, corrugated hose and sheets of iron, steel or zinc. Bolts and nuts come from France, as also do files and rasps, these in quantities being about 25 per cent. cheaper than those from England, though a few English are also imported. Some efforts have been made towards the introduction of American files and rasps, but without success, though they are of good quality and of reasonable price. Germany sends us drilling machinery and Belgium furnishes us with iron in bars, beams and sheets.

"The coal fields of Heraclia, on the Black sea, belonging to P. Courdji & Co., are operated with success, but their product, being poor in quality, is used only by the Courdji Navigation Co. and by the Turkish government; so the importation of coal from Cardiff and Newcastle increases rapidly from day to day on account of the steady growth of our manufacturing interests, no less than on account of our steam railways, but above all, by reason of the sudden increase of steam vessels purchased in the last two years by our capitalists. As they say, the interest which steam navigation under the flag of Greece or Turkey (proprietors and captains) gives to our capitalists exceeds 15 per cent. several times. One attributes the great difference in efficiency between English and Greek vessels to the appointment of their officers and sailors. An English captain does not receive less than twelve to twenty pounds per month, whilst a Greek captain gets but eight to fourteen.

"In referring to the development of the forests of Asia-Minor, I cannot but express my astonishment at the enormous and rapid progress we have made in the production of timber for building and other purposes. Only four years since all the wood for construction had to be purchased abroad in Roumania, Hungary and elsewhere. After numerous attempts by small capitalists, who did not succeed for want of funds, Messrs. Barondji Freres & Styloglon finally prospered, and in the space of four or five years began operations in the finest forests of Asia-Minor. Two or three steam saw mills dress the trunks of the trees, and several short tramways transport the product to the nearest stations of the steam railway or to the nearest seaport, if that is preferable. The quality of the wood is most excellent for building and joiner work, and today Smyrna, thanks to the gentlemen named above and to a dozen steam saw mills, has to pay foreigners only for its 'bois de luxe,' for special kinds of wood, such as mahogany, hickory and lumber, which is imported from the United States through the agency of England, who gains largely as a carrier. All the steam saw mills of Smyrna and of Messrs. Barondji Freres & Styloglon have the woodworking-machinery system, log frame. There are no band saws.

"However, we hope to be able in time to introduce band saws and the band mill of J. A. Fay & Co. and the Egan Co. of Cincinnati, whose superior woodworking



PROPOSED SOUTHERN RAILWAY DEPOT AT DANVILLE, VA.

Va., an illustration of which we present. This station will be 32x172 feet in dimension, of granite base, with buff-brick exterior and slate roof, steam heat and all other modern improvements. The architect for this building is Mr. Frank P. Milburn of Charlotte, N. C.

Railroad Notes.

Subscriptions at San Antonio for the proposed Brownsville Railroad now amount to \$40,000.

The Choctaw & Memphis Railroad is expected to be opened from Weatherford, I. T., to Memphis by November 1.

Mr. Francis K. Carey has been elected president of the Charleston (S. C.) Consolidated Railway, Gas & Electric Co.

Work of clearing ground for a large hay shed for the Northern Central Railroad at Baltimore to cost \$60,000 has begun.

The Atlanta & West Point Railroad Co. will erect an iron highway bridge over its tracks in the city of Newnan, Georgia.

It is stated at Savannah that the executive officials of the railroads interested in the union-depot plan for that city will confer regarding it.

Chattanooga capitalists are reported to have secured a 30-day option on the Chattanooga Electric Street Railway, thirty-five miles in length.

The Baltimore & Ohio Railroad Co. is replacing the 72-pound rails on the Metropolitan branch with 85-pound rails, and is heavily ballasting the roadbed.

Mr. W. W. Wood of Baltimore has been appointed industrial agent of the Baltimore & Ohio Railroad Co. to encour-

age the location of industries along the line.

The Atlanta & Roswell Railway, which is under contemplation at Atlanta, will be twenty-five miles long, and will traverse a rich section. Some weeks must elapse before its charter may be obtained.

The Richmond, Fredericksburg & Potowmack Company will have the Richmond Locomotive & Machine Co. build it two combination passenger and freight engines larger than any now in the service of the company.

It is stated at Knoxville that in spite of the unfavorable vote in Sullivan county, Tennessee, to subsidize the Knoxville & Bristol Railroad, the road will be built. Ground was broken on Saturday in Knox county for the construction of the road.

Tifton, Ga., celebrated on last Friday the completion of the first fifteen miles of the Tifton, Thomasville & Gulf Railway. Seven special trains brought in about 7000 visitors from Waycross, Thomasville, Albany, Moultrie, Fitzgerald, Ocilla, Macon and Valdosta.

Mr. Samuel Spencer, president of the Southern Railway, who returned last week from Europe from his vacation, is reported as expressing the opinion that American railways will find the Paris Exposition an excellent place to set forth the resources of the United States.

To overcome difficulties of hauling, the Virginia Soapstone Co. is building an electric freight railway six miles, leading from its plant at Schuyler, Va., to Rockfish depot, on the Southern Railway.

machinery have already met with general approval in Smyrna. Messrs. Bardonji Freres & Styloglon, in addition to the short railways which they already own, are now about to construct one of 30,000 to 35,000 metres to connect their forests with the sea. We are just on the eve of giving our orders for rails, bolts, fish-plates and spikes to the Aetna Standard Iron & Steel Co. of Bridgeport, and for 100 timber-carrying wagons to the Kilbourne & Jacobs Manufacturing Co. of Columbus.

"After the construction of the wharves at Smyrna, Chios and Metelin we shall have but little work to do at some of the smaller seaports. It is said that the inner harbor of Smyrna will also be much enlarged—something greatly needed in order to accommodate the movement of vessels. Another need that is much felt is the absolute want of a dry-dock, for we spend considerable sums in sending our vessels to Europe to have them cleaned. Happily, the immense docks of the Pireus are about to be built, and, in consequence of their proximity to us, they will surely be of great practical service to our maritime commerce."

EXPORTS TO GERMANY.

Quality of American Goods Must Be Maintained.

American exports to Germany may hold their own if the quality of goods are maintained, is the belief of Louis Stern, the United States commercial agent at Bamberg. He writes:

"Those who read the German press cannot entertain the slightest doubt that German industrial circles look upon the enormous development of the industries of the United States during the last few years with apprehension. Several meetings of representatives of industrial branches have taken place in Germany within the last few days, and the main point of their discussion was, in every instance, the ever-growing exports of the United States.

"The meeting of German manufacturers of toolmaking machines, which was held at Dusseldorf last week, asks for protection against the increasing American importation; so does the convention of German shoe manufacturers, which took place at Breslau a few days ago. The association of German cycle manufacturers means to fight American competition even more keenly than the representatives of the branches just named. The agrarians, as is well known, would like to exclude American grain, meat and fruit.

"I am of the opinion that our exports to Germany will continue to increase if we take the trouble to study the wants of these people; and, above all, if we maintain the quality of our goods. Whoever enters a shoe store in Germany where American goods are to be had knows that he there gets the best, the most comfortable and the most elegant shoes that are to be obtained; and, knowing this, he willingly pays a higher price than for the German article. To keep this reputation is of the highest importance to American exporters. Quantities of cheap and unreliable American shoes thrown upon the German market would do endless harm to our exports in this article.

"The same is true of machinery and tools, in which branches of manufacture our country stands unrivaled at the present day, and it applies with still more force to cycles. It lies entirely in the hands of our export firms to make such efforts unsuccessful, by withholding inferior goods from the German market.

"The way to introduce articles into Germany has often been pointed out to the interested parties, viz., send experi-

enced representatives, familiar with the customs and language of this country, establish sample stores and prepare catalogues giving necessary details in German. The latter point cannot be repeated often enough, for the numerous pamphlets and catalogues in English received at the consulates day by day are of no use whatever for German business.

"At the present time, when the German machine industry is so busy that people have, in many cases, to wait twelve months for machines that have been ordered, our manufacturers should gain a firm footing on the German market. It can be done by sending the proper men over, by conforming to the German usage of giving credit, and by carrying out orders promptly and well."

CUBA AS A FIELD FOR TRADE.

American Manufacturers Said to Be Slow to Realize Their Opportunity.

Editor Manufacturers' Record:

There are many American manufacturers in the hardware and machinery line whom we would like to represent in this country, but our experience has been so unsatisfactory, so far, that we have almost decided to stop making application.

The American manufacturers seem to have all consolidated in one trust, with a selling agent in New York, and to be utterly independent of such matters as brokers, new territory, etc.

When not averse to selling they refuse to pay commissions, or to investigate the financial standing of wealthy importers here, who, on their side, refuse to pay the American sight-draft, with bill of lading attachment terms, three weeks before they see the goods.

When we write them for prices they reply asking how much we can get; when we write for prices and commissions, they reply that they pay no commissions; when we arrange for sight-draft, with bill of lading attachment terms, they demand that the cash be paid before the goods are shipped.

And all this when the parties we are dealing with here are merchants of great wealth, whose credit is perfect, and whose pride in their financial standing and in their promptness and exactitude in meeting their obligations is supreme and unquestioned. It is impossible to imagine the extent of the short-sightedness of such a policy on the part of the American manufacturer, for the volume and importance of trade with this island, great, indeed, as it is already, will steadily grow into a thing of stupendous import and extent. The English merchant, on the other hand, more wise and vastly more farsighted, goes to the greatest lengths to secure the trade of these merchants, giving long credit and showing the utmost confidence in the ability and willingness to meet promptly every obligation of the Cuban merchant.

If our American dealers expressed the same confidence and displayed the same sagacity it would mean the opening up of a field of commerce, the rich promise of which is almost incalculable, and it is a matter of regret to us that such is not (at least at present) the case.

All this sounds as if we might be pessimistic and discouraged, but we have only given a bare outline of the facts as they really are, and we have no intention of letting go, believing that these conditions must undergo a change in the near future.

We confess to a leaning towards your city, which is almost sentimental in its nature, and hope to have great success with the houses there to whom we have applied for agencies.

And there is one other consummation which we hope the future will bring, and

that is a line of steamers running from Baltimore to this port.

And now we venture to hope that through the pages of your valuable paper will come much of the enlightenment concerning the conditions to which we have alluded herein. Such enlightenment is much needed, and will be of great benefit to all concerned.

THE BEERS BROKERAGE CO. Havana, Cuba.

Galveston's Midsummer Trade.

The midsummer commerce at Galveston, Texas, is the largest in the history of the port. The explanation of the increase of \$380,000 in exports over those of the month of July, 1898, as given by the Galveston News, is a greater amount of cattle and grain shipped, one of the most significant cargoes having been grain sent to Marseilles, France. The total exports for July were \$957,465, and for the seven months ended with July \$28,608,419, an increase of nearly \$2,000,000 over the same period of 1898.

To Cuba were sent cattle, horses and mules, cornmeal, oats, wheat flour, eggs, fruits, hay, saddles, salted beef, salted pork, poultry, onions, potatoes and other vegetables and lumber. The total value of such exports were \$116,199. To Belgium was sent \$164,604 worth, to Germany \$395,566, to the Netherlands \$117,540, to England \$138,656, to Mexico \$31,073, to Puerto Rico \$8139. Accompanying the increase in exports is one in imports, though not apparent in July, but for the seven months ended with July the value was \$1,840,229, an increase over the same period in 1898 of more than \$620,000. During July thirteen vessels, with a tonnage of 17,987, engaged in foreign trade, entered the port, and fifteen vessels, with a tonnage of more than 19,000, cleared.

Port Arthur Canal.

The steamship St. Oswald entered the Port Arthur (Texas) ship canal on Monday, and steamed through to the slip at the rate of eight knots an hour. The slip and a large portion of the canal will float vessels drawing twenty-six feet of water, but a portion of the canal has yet to be completed to the full depth. Two big dredges, a dispatch from Port Arthur says, are working night and day on the unfinished portion, and in a very short time will have it ready for the larger vessels. It is expected that two other vessels will arrive within a month, and that considerable shipping will begin in September. The St. Oswald will take on a cargo of grain, cotton and packing-house products for Liverpool.

A Week at Pensacola.

The exports from Pensacola, Fla., last week were valued at \$338,488. They included 10,212,671 feet of timber and lumber, 250,000 wooden handles, 26,187 staves, 15,733 barrels of rosin, 1712 bales of cotton, 2996 tons of phosphate rock, 1293 tons of pig iron and 954 hogsheads of tobacco.

Jottings at the Ports.

About 400 head of cattle are being shipped every week from New Orleans to Havana.

More than 600,000 bushels of grain were exported from Newport News, Va., last week.

It is proposed to incorporate a company to establish a line of fruit steamers between Norfolk, the West Indies and Central American ports.

The new steamship El Sud, built by the Newport News Shipbuilding & Dry-Dock Co. for the Morgan Line, has entered service at New Orleans. She made

the trip from New York, her initial one, in five days, with a full cargo.

Among the freight to be removed from Pensacola, Fla., this month are 3300 hogsheads of Kentucky tobacco, most of which is destined for Liverpool.

Mr. Richard Carroll, formerly of the Mobile & Ohio Railroad, is quoted as asserting that the two steamship lines, one to Europe and one to New York, running in connection with the road from Mobile, will be in operation within thirty days.

Baltimore interests are endeavoring to secure action by the United States government to prevent a loss of the flour trade between Baltimore and Brazil, which formerly was an important item in the export business. This diminution recently is attributed to the Brazilian import duty of fifty cents on a barrel of flour.

One of the big steamers of the Harrison Line is expected to sail from Liverpool for Galveston on August 27. She will carry about 6500 tons of dead-weight, and will be followed during the season by other boats of the line. The opinion is expressed that the Harrison people will ultimately establish a regular service if the trade warrants it.

In addition to the line from New York to Charleston, the Clyde Line, it is announced, has completed arrangements to run steamships from Providence and Boston to Brunswick, Ga., and Jacksonville, Fla. Four vessels will be placed on the new line, which will be called the Providence Southern Line, and which will start September 1. All the steamships have ample freight capacity, and the cabins and staterooms are fitted handsomely.

North Carolina Granite.

[Special Cor. Manufacturers' Record.]

Faith, N. C., August 14.

A call has been made to prepare here samples of our fine monumental granite, consisting of the pink, white, gray, black and white-spotted stone. These samples are now being prepared to go to the Paris Exposition. Among these specimens are some of the finest building stones in this country.

Granite is being shipped from this point, carload after carload, and the money for it is coming in through the mail to pay for it. A large Lutheran church will be built here. Another new stone house is going up here, and two residences, two stories high. Several other houses will go up here this fall.

J. T. WYATT.

New West Virginia Oil.

For some days tests have been made of the oil properties of the sand rocks on lands belonging to Judge Nathan Goff, near Wolf Summit Station, on the Baltimore & Ohio Railroad, in the western part of Harrison county, West Virginia. The oil struck last week, as noted in the Manufacturers' Record, was a fine flow of the best grade. The well started up at the rate of 300 barrels of oil per day, but has now settled down to a regular flow of a little more than 150 barrels daily. Four additional wells are being drilled, in the hope of developing one of the best oil fields in West Virginia.

The industrial convention to be held in October at Huntsville, Ala., is attracting much attention and creating wide interest in the South. Many of the ablest thinkers of the South in different lines have already accepted invitations to be present. Mr. N. F. Thompson, secretary, hopes to secure from the railroads a one-fare rate to the convention.

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

TO IMPROVE WAREHOUSES.

Timely Suggestions for the Solution of the Cotton Problem.

By Major J. F. Hanson.

Warehouse capacity for the storage of cotton in the South is entirely inadequate to present requirements, while insurance rates on cotton stored in our old-style warehouses are prohibitory. In many instances there is not sufficient financial responsibility behind warehouse receipts for cotton to make it good collateral upon which to borrow money.

Under these conditions farmers cannot afford to store and insure cotton and borrow money on it when prices are low. They are compelled to sell in order to pay their debts, and their necessities in this respect result in rushing cotton to market during the fall months. Prices are then unduly depressed, as is generally shown by an average advance from the lowest point in the fall to the highest point in the spring of at least a cent a pound. The large increase in Southern consumption of cotton makes an all-the-year demand for cotton in the South. Cotton stored here can be shipped direct from point of production to point where cotton is consumed, whether in the South or New England or abroad, which makes the South the natural point where the world's reserve stock of cotton should be stored. These considerations have presented themselves to the minds of cotton merchants and spinners for years, but so far seem not to have impressed the producers of cotton.

We need ample warehouse capacity in the South to store at least half the annual cotton crop. Warehouses can be built for about \$1000 to store 500 bales of cotton at one-quarter per cent. insurance per annum. Labor and storage added will make the cost of carrying a bale of cotton a year, based upon present price of cotton, not over twenty-five cents per bale. With money at 6 per cent. and a fair profit for storing cotton, good profit would come to the farmer on one cent a pound in price, where after paying charges under present system he would get but little profit.

The idle capital in the South could be profitably employed in cotton companies making a business of storing cotton in the character of warehouses suggested. If we relieve the pressure to sell, prices thus forced to a ruinous level would react while the cotton is in the hands of the producers.

Where it is impracticable to adopt this system, bonded warehouses can be utilized in making receipts good collateral for money. It is necessary to have different warehouse construction and equipment in order to get low rates of insurance. To reduce storage charges the storage and factorage business should be separated when factors are not prepared to furnish cheap storage and insurance.

It will be necessary, if storage companies handle cotton economically, to issue receipts for a given number of pounds of cotton of a stated grade, instead of specified bales, as at present, otherwise it would often become necessary to move much of the cotton stored in a warehouse

to get out a single bale. In this respect we should follow the plan of Western elevator companies in receiving for grain.

Eastern merchants and spinners are ready now to store cotton in Southern warehouses where all the conditions of economy and safety are complied with. In this direction we have the chance of good business, and it will come in time. If we take advantage of the opportunity offered us it will come at once, and it will not be long before we shall do the cotton-storage business largely for Europe as well.

It is not necessary to make war on any established business in order to succeed. We shall need the help of bankers, factors, buyers and spinners, as at present, and with these interests united cheap storage and insurance can be secured, and with them will come the farmer's greatest need in protecting his credit and the value of his cotton—cheap money.

Mobile's Proposed 20,000-Spindle Mill

The movement for a large cotton factory in Mobile, Ala., mentioned last week, is making progress, and the necessary capital is being subscribed rapidly.

The prospectus of this enterprise shows that it is intended to have a capital stock of \$400,000 and build a plant of 20,000 spindles and about 600 looms, the factory building to be of brick, four stories high, 100x200 feet.

Leading business men of Mobile are subscribing liberally to the stock, among those interested being Messrs. J. C. Bush, J. W. Whiting, E. L. Russell, R. H. Clarke, J. K. Glennon, Z. M. P. Inge, Ferdinand Forzheimer and O. F. Cawthon, the latter being chairman of a committee that is furthering the enterprise.

Mr. George Barker, president of the National Dredging Co., and F. S. Mosher (for years until lately superintendent of large mills at Henrietta, N. C.) first projected the enterprise.

Cordage Factory at New Orleans.

The New Orleans Cordage Co., reported last week as projected at New Orleans, La., will establish such a plant as is indicated by its title. Mr. P. M. Mayer, who is taking a leading part in the enterprise, writes that it is intended to organize with capital stock of \$245,000, of which \$70,000 will be preferred stock and \$175,000 common stock. The lower grades of cotton will be manufactured into rope, cordage, twine, mops, yarns, batting, etc., about 2100 spindles and complement to be installed at the start, and the daily capacity at the start to be 3500 finished pounds, with thirty-five operatives employed. Estimates on machinery are now being received. Mr. William J. Hume is also interested in this enterprise.

To Extend to 45,000 Spindles.

The Columbia Mills Co. of Columbia, S. C., has awarded contract to Messrs. William A. Chapman & Co. of Providence, R. I., for the extension of its plant noted several months ago. The mill is now operating 16,000 spindles, which will be about doubled, making it 30,000 spindles, and it has been decided that extension to 45,000 spindles will be made, but contract for this latter extension has not been placed yet. The product of this mill is cotton duck of a superior grade. The company is one of those forming the recent combination of duck manufacturers.

A 10,000-Spindle Mill.

The proposed mill for Easley, S. C., is assured, and contracts for its construction and equipment will soon be let. Mr. J. M. Geer of Greenville, S. C. (P. O.

Box 47), writes that the company will organize to build a 10,000-spindle plant, and that the product will be export sheetings and drills. Order for the complete equipment of machinery will be awarded before October 1, for delivery by June 1, 1900. The capital stock will be \$200,000. Those interested with Mr. Geer are W. M. Hagood, R. F. Smith and S. F. Bradley of Easley.

The Buffalo Cotton Mills.

The Buffalo Cotton Mills of Union, S. C., reported last week as incorporated and as to build at once, will have a plant of 50,000 spindles and 1200 looms for the production of print cloths and fine sheetings. This new mill is the one that was announced in June last as to be built by the Union Cotton Mills, to be known as No. 3 mill. Since the first announcement it has been decided to incorporate the third factory separately, the Buffalo corporation being the result of that decision.

As stated last week, Mr. T. C. Duncan, the company's president, says work on this \$900,000 enterprise will be commenced at once.

New Textile Plants.

According to the American Wool and Cotton Reporter, 116 new textile enterprises have been undertaken or planned during the first six months of this year, of which ninety-one are Southern. Of these ninety-one, three are woolen mills, twelve are knitting mills, five are miscellaneous mills and seventy-one are cotton mills. North Carolina leads, with thirty-three mills; Georgia is second, with twenty-six; South Carolina and Virginia each have seven, Texas six, Tennessee four, Alabama three, Mississippi two, Louisiana two and Maryland one.

A \$15,000 Knitting Mill.

The proposed hosiery and underwear knitting plant for Americus, Ga., will probably be formally organized within a week or two. The company is to expend from \$15,000 to \$20,000 on the establishment of the enterprise. Mr. W. T. Lane is taking a leading part in the movement, which resulted in the incorporation of the Dixie Knitting Mills, as reported last week.

A \$300,000 Company.

Mr. W. B. Rogers of Laurel, Miss., the promoter of the cotton factory recently referred to, writes that the capital stock of \$300,000 is now assured. The company will incorporate as the Laurel Cotton Mills, and it is proposed that an equipment of 15,000 spindles and 500 looms be put in position. Formal organization will be effected soon.

Textile Notes.

It is reported that a \$125,000 stock company has been organized for the erection of a cotton factory at Prattville, Ala.

It is stated that Mr. J. J. Littlejohn of Jonesville, S. C., has under consideration the erection of a cotton factory in Sherman, Texas, in connection with other parties.

The Bibb Manufacturing Co. of Macon, Ga., will install a paper-box factory to supply its knitting mills; several hundred thousand boxes are used annually by the mills.

Mr. H. C. Lemly of Forsyth, N. C., asks for addresses of manufacturers of machinery for the manufacture of grain bags, so it is presumed that a factory is contemplated.

It is reported that a company will be organized at Mt. Pleasant, N. C., for the erection of a cotton mill, to have as president J. W. Cannon of Concord, N. C.,

and Capt. Jonas Cook, secretary-treasurer.

Messrs. W. F. Cox, J. T. Vandiver, E. P. Vandiver, J. A. Hall, Fred E. Brown and G. W. Evans of Anderson, S. C., have incorporated the Cox Manufacturing Co., with capital stock of \$50,000. The company's purpose is to establish a factory for the production of fine yarns.

It is reported that Messrs. M. Hedges and Charles Pearce of Mobile, Ala., have purchased a 5000-spindle cotton factory at Bromley, Baldwin county, Alabama, and will put it in operation next month.

The Windemer Hosiery Mills of Albemarle, N. C., has been organized and will establish plant at once. There will be erected a building two stories high, 75x100 feet, and machinery will be installed to give a daily capacity of 1000 pairs of hose. Mr. J. W. Cannon is interested.

The John E. Smith Manufacturing Co. of Thomson, Ga., has been organized and contracted for the complete equipment of a cotton mill. The equipment will be 2496 spindles for the production of thread, and about \$42,000 will be invested. Mr. John E. Smith is president.

The movement for a cotton factory at Waxahachie, Texas, is progressing. The capital stock will be \$100,000. Among those interested is L. C. Todd, temporary secretary. Others interested are Messrs. E. A. Du Boise, J. H. Miller, T. A. Ferris, M. B. Templeton, Frank Reeves and others.

Messrs. V. B. Atkins, J. B. Jones and N. Waller, reorganization committee of the Selma (Ala.) Cotton Mills, have notified the stockholders of their privilege to take stock in the new corporation which it is proposed to organize and bid in the property. The plant has 5000 spindles and 144 looms.

A dispatch dated at Montgomery, Ala., says that New England parties have purchased land and water-power at lock No. 3, in St. Clair county, on which to erect one of the largest cotton factories in the South. It is further said they will commence work within thirty days on a million-dollar plant.

The report mentioned last week that a cotton mill will be built on the Tugalo river, near Hartwell, Ga., has proven to be accurate. The company is now being organized that will build the mill. Mr. E. B. Benson of Hartwell, Ga., is interested. Mr. J. J. Fretwell of Anderson, S. C., is also interested, and will be the president.

The Monbo Manufacturing Co. of Monbo, N. C., has added new machinery and made improvements during the year. The machinery bought included three revolving flat-top cards, eighteen deliveries of drawing, fifty-two spindle slubbers, 120-spindle speeder, four frames of 208 spindles each, two reels, one yarn press, etc.

The Dallas (N. C.) Cotton Mills is doubling its capacity, as was stated last week. The company is erecting a weaving room and will remove its looms (116) to new building; the main building will then be filled with new spinning, etc. The new machinery will include one 40-inch finisher lapper, five revolving cards, with new drawing, slubbers, speeders and 2080 spindles (ten frames). About \$20,000 will be expended; Mr. E. L. Wilson manager.

Mr. A. G. Bigelow of Jacksonville, Fla., and associates will establish a knitting mill. They have installed five knitting machines for the manufacture of ladies' underwear, daily capacity being 250 dozen garments; five finishing and sewing machines were also installed. It is expected that the plant will be materially

increased, so that seventy-five hands will be employed instead of fifteen, as at present. Mr. W. P. Shaver, late of Chicago, is superintendent.

The Eagle & Phenix Mills of Columbus, Ga., will contract for the erection of a building three stories high, 80x120 feet in size, its capacity being for 320 looms; 300 of these looms are to be installed as soon as building is completed, in accordance with the plans for improvements recently reported in these notes. The company increased its capital stock from \$600,000 to \$750,000 recently for improvement purposes, as reported at the time. One hundred more operatives will be employed, making 1400 in all.

The Mossy Creek (Tenn.) Woolen Mill Co., reported last week as enlarging its buildings, is pushing work on its improvements. Company is erecting a brick building 40x100 feet, one story, with seven-foot basement, to be used as a warehouse in order that the present room used for a warehouse may be utilized as a weaveroom; more looms will be added. Eight new looms have been added lately, also an electric-lighting plant. Orders are so rapidly being filled that extra time will be made in order to fill them promptly.

The Strickland Cotton Mills of Valdosta, Ga., recently reported as incorporated, has capital stock of \$150,000 now fully subscribed, and during the week officers were elected. Mr. B. Frank Strickland was chosen president; Col. E. P. S. Denmark, vice-president, and E. W. Lane, secretary-treasurer. The directors are Messrs. E. L. Moore, A. J. Strickland, A. M. Watson, W. S. West, E. W. Lane, E. P. S. Denmark and B. F. Strickland. Contracts will be awarded in a few weeks for the erection of buildings and the installation of machinery. The equipment will be 10,000 spindles.

The Letters of Captain Dreyfus to His Wife. Translated by L. G. Moreau. With portraits. Publishers, Harper & Brothers, New York and London. Price \$1.

The revisionary trial of Captain Dreyfus, now in progress in France, gives timeliness to the publication of these letters, written by Dreyfus while in prison. They cover the period from December, 1894, when the first steps in the tragedy were taken, to March, 1898, when the solitary prisoner in French Guiana succumbed to the horrors of his position. An appendix, however, contains a few later letters, while an introduction by Walter Littlefield, the author of "The Truth About Dreyfus," gives a clear and rapid survey of the case from a sympathetic standpoint. The volume, which was first given to the world as "Les Lettres d'un Innocent" by his wife in a desperate effort to rehabilitate the prisoner, the victim of a mistake and the martyr of a crime, as a husband and a father in the eyes of France, is an iteration and reiteration of innocence, of devotion to the republic, of horror at the plight in which the writer finds himself, of love for wife and children. The strain throughout is intense, painfully so, it may be said. The prisoner seldom loses his monotone of anguish. But persons who may read the volume from beginning to end cannot fail to be impressed with the fact of the guiltlessness of Dreyfus and the villainy of his military persecutors.

Frederic Ireland has written for Scribner's Magazine in the past few years a number of sporting articles describing almost untouched regions in the wilderness. He will contribute to the September Scribner's, and will describe a 500-mile canoe trip from Mattwa to the headwaters of the Ottawa river. It is abundantly illustrated from his own pictures.

COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

The Market for Cottonseed Products.

New York, N. Y., August 16.

The cotton-oil market rules steady, under a good summer demand from home consumers, with well-sustained prices at the recent advance. Exporters, while comparatively light buyers at the moment, are figuring on new-crop oil for November to February shipments of off from New Orleans to Marseilles at 23 cents, on which basis sales in some cases are said to have been effected. Offerings of new-crop oil are becoming more frequent, but sellers are cautious, and it is safe to assume that the few contracts made will not form the basis for new season's trading. The lard market is improving steadily, and in this connection it may be mentioned that not for many months has there been such an active demand for compound lard. Chicago lard, October delivery, is quoted at 5.27½ cents. Tallow rules strong, with light stocks, at 4½ cents, tierces, New York makes. The good consumptive demand for hog and beef fats for several weeks past augers well for cotton oil with regard to the new crushing season. The situation is further improved by the feeling that next season will witness the heaviest consumption of cotton oil that the business has ever previously experienced. It is asserted that holders have reduced their stocks to a point which will scarcely suffice for the needs of their regular trade before the advent of new oil, due to the increased demand for compound lard and edible oils; consequently, prices are correspondingly firm. Planters are high in their views with regard to seed values, feeling that as oil will probably go higher and the demand for new-crop oil will be unusually heavy, that such expectations are warranted. Furthermore, an advance in cotton would indicate a smaller crop, with less seed proportionately. This circumstance may tend to strengthen planters' position. One thing is certain, if reports arriving at this market be correct, seed will be of better quality than that of last year, in which case prime oil will probably be easier. Advices from France are to the effect that the supply of oil-bearing seeds, which are imported from India to Marseilles, will be materially curtailed during the coming season, in consequence of the drought in many sections of that country. This will act to the decided advantage of American cotton oil. The Franco-American treaty in its bearing on cotton oil is looked upon with more favor than when first made public in France, and the opposition to its becoming a law is diminishing. Tank crude, September-October, sold early at 18 cents, Southeast Atlantic to Western compound refiners, but they are out of the market at close, and it is offered at 17 cents; crude, loose f. o. b. mill, September-October, 17 cents; crude, loose, 14 to 16 cents; summer yellow, prime, 26 to 26½ cents; summer, bleaching, 26½ to 27 cents; summer, off grades, 25 to 25½ cents; yellow, butter grades, 30 cents; white, 29 to 29½ cents; winter yellow, 29½ to 30 cents; salad oil, 31 to 32 cents.

Nothing new in cake and meal, the mills generally not being ready to sell.

Cottonseed-Oil Notes.

The Moorhead Cotton Oil Co. of Moorhead, Miss., was chartered last week, with a capital stock of \$50,000. The incorporators are E. A. Shedd, R. B. Mc-

Mahon, H. A. Mullaly, C. H. Pond and J. R. Raible.

The Lockhart Oil Mill & Power Co. is making a number of improvements, having expended about \$8000 in betterments to be in perfect working order when the season commences.

The cottonseed-oil mill at Victoria, Texas, has opened up for the season, and is utilizing the time before active cotton movement in grinding up the flax produced near Victoria, which makes an excellent quality of linseed oil.

Cottonseed will be bought at Nacogdoches, Texas, this year and next for cottonseed-oil mills. Already preparations are being made for the business. Besides the local mill, there will be at least four others in the market, and they will build seedhouses at the railroad depot.

The Cottonseed Crushers' Association of Texas held a special meeting last week in Galveston, which was well attended, nearly every mill in the State being represented. The meeting was called for the purpose of changing the rules of the Texas association to conform with the rules of the interstate association adopted recently at Memphis, Tenn. The necessary change was made, and now the rules for the buying and handling of cottonseed products are uniform throughout the South.

Indicating the Refrigerating Machine. By Gardner T. Voorhees. Publishers, H. S. Rich & Co., Chicago, Ill.

This is a little work touching the application of the indicator to the ammonia compressor and steam engine, with practical instructions relating to the construction and use of the indicator, and computing indicator cards prepared for the use of persons who may have to work up indicator cards taken from an ammonia compressor. In separate chapters are discussed the elementary indicator, the value of indicating a compressor, the adiabatic curve, the isothermal curve, with discussion of each; finding the horse-power of an indicator card, actual displacement of a compressor, special faults as shown by cards, wet compression system, instructions for connecting indicator to machine, the steam-engine indicator, the drum motion, how to find the power of an engine, the hyperbolic curve, and instructions for making various indicators based upon manufacturers' rules.

Visitors to the Paris Exposition of 1900 will find it convenient to have Laird & Lee's vest-pocket English-French and French-English dictionary, just issued. Prof. Max Maury of the University of Paris has gathered in this little volume more than 60,000 words and meanings, and a very large number of idiomatic expressions of the greatest use to travelers and students. The lesson on pronunciation is clear, while the grammar part is simple and thorough. Vocabularies of geographical and proper names, tables of weights, measures and monies, etc., are among the other attractions of this little volume, which sells for twenty-five cents in cloth and fifty cents in leather.

The July University of Tennessee Record contains the record of commencement day and the address on Joseph Estabrook by Prof. George F. Mellen, and on the revival of interest in Southern letters, by Prof. Chas. W. Kent, delivered at the commencement.

A dispatch from Huntington, W. Va., states that the American Car & Foundry Co. has received an order for a large number of car wheels and axles from a Japanese railroad company.

PHOSPHATES.

Phosphate Markets.

Office Manufacturers' Record, Baltimore, Md., August 17.

The local phosphate market is quiet, in sympathy with the tone in other fertilizer ingredients. Local fertilizer men, as well as out-of-town buyers, are purchasing, however, in lots to meet present wants. Tennessee and Florida rock is selling well, while there is also a good demand for the South Carolina product at ruling figures. The following charters were reported last week in the New York market: Schooner Fannie Brown, 483 tons, from Ashley river to Baltimore with phosphate rock at \$2.30; British steamer Nithsdale, 1198 tons, from Tampa to Ghent with phosphate rock at 19/4, August, and schooner Eliza A. Scribner, 351 tons, Philadelphia to Charleston with fish scrap at \$1. The tone of the phosphate market in every avenue of the industry throughout the great Southern belt is decidedly strong. Recent developments in Tennessee are causing considerable excitement among phosphate and fertilizer operators, and so far the situation in the Tennessee field is full of very interesting features. The demand for Tennessee rock is very active, both from domestic and foreign sources, and in many cases orders are difficult to fill promptly. Prices at Mt. Pleasant, Centreville and other points are decidedly firm. The development in Florida is at present of special interest, and the output for the present year will be greater, perhaps, than any year in the history of the industry. Prices are generally very firm, and the foreign demand for pebble and land rock is increasing. Prices at Tampa for pebble rock are firm and hardening at \$5 f. o. b. South Carolina miners are doing well, and have a demand for every ton of their output. The domestic shipments from Charleston since September 1, 1898, now amount to over 100,000 tons, much in excess of the previous year's shipments. There is also considerable foreign inquiry.

Fertilizer Ingredients.

The market for ammoniates is rather quiet, the volume of business being confined to small parcels. Prices are generally ruling very steady, with but slight changes in the general list of values. The market is bare of Eastern buyers, and from the South there is some inquiry, but as a rule manufacturers in that section are not ready to purchase to any extent. Western stocks are not excessive, and values are firm. Sulphate of ammonia is a shade firmer, in sympathy with higher prices in Europe. Tankage and dried blood are slightly easier. Nitrate of soda is steady.

The following table represents the prices current at this date:

Sulphate of ammonia (gas).....	\$3 00 1/2 @	3 10
Nitrate of soda.....	1 70 @	1 72 1/2
Blood.....	1 98 1/2 @	2 02 1/2
Hoof meal.....	1 60 @	1 65
Azotine (beef).....	1 95 @	2 00
Azotine (pork).....	1 95 @	2 00
Tankage (concentrated).....	1 67 1/2 @	1 70
Tankage (9 and 20).....	1 70 & 10 @	75 & 10
Tankage (7 and 30).....	17 00 @	17 50
Fish (dry).....	20 00 @	—
Fish (acid).....	12 00 @	—

In Mt. Pleasant's Field.

Great activity in several directions is noted in the Mt. Pleasant (Tenn.) phosphate field. Improvements are in progress at Mt. Pleasant in opening streets and erecting dwellings, there being more than 100 persons who will begin to build as soon as contractors may be secured, according to the Nashville American. An effort is being made to establish a saw and planing mill, and a site has been secured for a second flouring mill. The Central Phosphate Co. and the Tennes-

see Phosphate Co. are filling large export orders.

Phosphate and Fertilizer Notes.

The Phosphoria Phosphate Co., Limited, with headquarters at St. Augustine, Fla., was incorporated last week, with a capital stock of \$125,000.

At Macon, Ga., plans are being matured for the establishment of a large talc refinery and fertilizer factory by Moses Marx of Norfolk, Va.

The British steamship *Trelyon* was cleared last week from Pensacola for Venice by the Gulf Transit Co. with 2996 long tons of Tennessee phosphate rock, with other cargo.

The Brotherhood Phosphate Mining Co.'s plant, near Beaufort, S. C., was sold last week at auction, pursuant to an order by the United States Court. Mr. G. H. Moffett was the purchaser, bidding it in for \$3000 cash.

The steamship *Rohampton* arrived at Fernandina, Fla., last week to load phosphate rock for Buttgenbach & Co. The steamers *Daventry*, loading for the Dunnellen Phosphate Co., and the *Glenhafren* for J. Carstens, were in port.

It is stated that the Tennessee Phosphate Co., with headquarters at Columbia, Tenn., has just had a mortgage for \$1,000,000 placed on record. Of this sum, which has been secured from the sale of bonds, \$650,000 will be set aside for the purchase of new properties.

The steamship *S. T. Morgan* cleared from Charleston, S. C., last week with a cargo of 2000 tons of phosphate rock for Norfolk, Va. The total shipments of phosphate rock from Charleston to domestic ports since September 1, 1898, amount to 101,614 tons, against 91,833 tons last year.

The schooner *John C. Haynes* sailed on the 6th inst. from Port Tampa for Baltimore with 1900 tons of pebble phosphate from the Greenhead Phosphate Co. The four-masted schooner *Monhegan* sailed from Port Tampa on the 8th for Philadelphia with 1489 tons from the Land Pebble Phosphate Co.

The phosphate industry in the counties of Maury, Davidson, Giles, Lewis and Sumner, Tennessee, is said to be in a most flourishing condition. Large blocks of land are changing hands at extraordinary figures. Large shipments of phosphate are going abroad, the demand from France being very pronounced. Prices on cars at the mines range from \$2.50 to \$3 per ton.

Col. Charles J. Allen of the United States engineer corps, in charge of James river improvements, estimates that \$400,000 may be profitably expended on the work during the next fiscal year. The plan of the improvement is for a depth of twenty-two feet at low tide from Richmond to the sea, with a channel 400 feet from the sea to City Point, 300 feet from City Point to Drewry's Bluff and 200 feet from Drewry's Bluff to Richmond.

The Merchants' Exchange of Charleston, S. C., has elected W. B. Wilson, president; Henry J. O'Neill, E. H. Finken, vice-presidents; John M. Parker, secretary and treasurer; F. W. Wagener, John C. Tredeman, Theodore Melchers, H. A. Moloney, L. Cantwell and John W. Peterman, directors.

The new flour mill of the Enslen Flouring Mill Co. at Birmingham, with a capacity of 150 barrels a day, has begun operations.

It is estimated that thirty-five furniture factories in St. Louis represent a capital of \$3,000,000.

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

LUMBER MARKET REVIEWS.

Baltimore.

Office Manufacturers' Record,

Baltimore, Md., August 17.

While the activity in the local market is confined to moderate limits, the outlook for future trade is encouraging, and as a rule prices continue about steady, with no indications of any material advance in the near future. The movement in white pine continues fair, and values are generally firm, with a good demand from local and out-of-town buyers. In all lines of the North Carolina pine trade there is a fair business reported. Air-dried lumber is selling rather freely, and yardmen have been in the market during the week purchasing some large lots. The inquiry from boxmakers is only moderate, while all box grades show a firmer tone.

Some large sales of choice kilndried North Carolina pine are reported, and there is also some foreign inquiry being made. Values continue strong and advancing, with stocks of certain grades generally light. There is a good business in dressed lumber, values being a shade higher, while shipments continue to increase, both here and in Norfolk. The hardwood trade is fair, and the local demand good, while from out of town a number of buyers have been in the market during the week. Receipts of green lumber are liberal, but dry stuff is scarce. Furniture men, wagon factories and other woodworking establishments are buying freely. The movement among foreign hardwood shippers continues fairly active, and the outlook for trade is considered rather encouraging.

In foreign advices regarding hardwoods the London Timber Trades Journal of the 5th says: "The mahogany and hardwood market remains in the same state as previously reported. There have been no fresh cargo supplies, and in the continued absence of public sales the wholesale trade is very quiet. The demand is slow, and the business doing is of a restricted character, being confined to a few private transactions by brokers and dealers at former sale rates. The reserve stock of mahogany and other hardwoods at the docks is becoming very much reduced, and with a bare market the outlook for the new season's imports is very encouraging, and indicates a probable rise in values, as the long-voiced question of broker's measurement is practically settled in conformity with the views of the trade."

Norfolk.

[From our own Correspondent.]

Norfolk, Va., August 14.

The atmosphere is now clear, and the fever scare is among the things of the past, while the lumber industry is even more active than it was thirty days ago. Among the saw mills and transfer yards business is rushing along as usual, and orders are being filled as fast as the lumber is cut. There has been little or no obstruction to the general business of the port, and the situation at the moment is regarded very promising for a large volume of business during the fall and winter months. The demand for North Carolina pine, notwithstanding the recent advance of \$2 per thousand on list prices for dressed lumber of Nos. 1, 2 and 3 grades, is now very decided, and orders are carefully examined before being accepted. Rough lumber is selling rapidly, and it is expected that at the meeting of the association called for the 18th inst., the price-list will be likely ad-

vanced from \$1 to \$1.50 per thousand feet. Stocks at nearly all the mills have not been allowed to accumulate, and in certain grades there is quite a scarcity. The demand from foreign sources is now showing up better, but the domestic trade will take the bulk of the offerings for some time to come. The mills are generally well supplied with timber, and some are running night and day where there is a rush of orders. The hardwood business is in good shape, and there is a good domestic and foreign demand, while large quantities of lumber for through shipment is leaving this port for the United Kingdom and continental ports. Freight rates on lumber continue firm and unchanged, with rates at \$2.50 to New York and Sound ports, and \$3 to \$3.50 to Boston and eastward.

Savannah.

[From our own Correspondent.]

Savannah, Ga., August 14.

A steady flow of business along the various lines of the lumber market at this port has characterized the market during the present month. The business in every section of the State is good, and at the last monthly meeting of the Georgia Lumber Manufacturers' Association the most encouraging reports in regard to the industry were submitted. Under an urgent demand for lumber from the usual sources another advance in certain grades and dimensions of lumber was recorded by the association. Stocks at mills throughout the State are generally light, and there is no accumulation, shipments being generally made as fast as lumber is cut. The movement at the nearby ports of Darien and Brunswick is active, and the business of the present month will be far above the average. The following rates on lumber are quoted f. o. b. vessel at this port: Minimum yard sizes, \$12.50 to \$14.50; car sills, \$13.50 to \$15; difficult sizes, \$16 to \$25; ship stock, \$25 to \$30; sawn ties, \$10.50 to \$11; hewn crossties, 33 to 35 cents. Rates of freight on lumber to various ports continue steady, with desirable vessels scarce; sail to Baltimore, \$4.75; Philadelphia, \$5; New York, \$5.50; Boston and Portland, \$5.75 to \$6; crossties, basis forty-four feet, to Baltimore, 14½, to Philadelphia 15½ and New York 16 cents; steamers to Baltimore \$6, to New York \$6, to dock \$6.75, lightered; to Boston to dock \$7. The schooner H. A. Berwind, 911 tons, was chartered this week at New York to load lumber at Brunswick for Philadelphia at \$5.37½, and bark Mannie Swan, 738 tons, from Brunswick to New York with crossties at 16 cents, 100,000 feet per day.

Mobile.

[From our own Correspondent.]

Mobile, Ala., August 14.

The week under review throughout every avenue of the local lumber and timber market has been of much greater volume than usual; in fact, the general business of the port is now at its height, and unusual activity characterizes trade in every line. The improvements during the present year will exceed those of any previous year in the history of the port. Among recent improvements may be mentioned the building of the water works and a sewerage system for the city, a new theater, a cotton mill, new stores, warehouses, handsome homes for workingmen and magnificent private residences on Government street and in the suburbs. The demand for lumber and building material has in consequence been very much larger than usual. The lumber and timber industry here is of great importance, and during the present year in every department of this extensive field a decided improvement is recorded. The past week has shown remarkable

activity, especially in lumber, nearly 6,000,000 feet leaving the port, of which over 2,000,000 feet went to South American ports, 1,250,000 feet to Havana and the balance to the United Kingdom, continental ports and to Central America. The tone of the lumber market in regard to prices is all that could be desired under present conditions, and the demand continues unabated, nearly all the mills in this section having a good supply of orders. The timber trade is showing some interesting features, and advices from Europe indicate a fair trade during the year. Sawn timber is now quoted at 12½ to 13 cents per cubic foot, 40-foot basis, and hewn timber 13½ to 14 cents per cubic foot, basis of 100 cubic feet, average B1 good. Hewn poplar is in fair demand at 12 cents per cubic foot. Pine saw logs are quoted at \$6 to \$8 per thousand feet. During the past week the shipments of hewn timber to Great Britain and Continent aggregated 154,567 cubic feet, and for the season 1,209,220 cubic feet, against 812,624 last year. Shipments of sawn timber for the week aggregated 246,632 cubic feet, and for the season 5,870,670 cubic feet, against 3,035,912 cubic feet last year. The total shipments of lumber in superficial feet since September 1, 1898, amount to 76,671,390 feet, against 50,237,312 feet for the same period 1897-98. Lumber and timber freights still continue firm, with the offering of tonnage light. Among charters reported last week were the British bark *Leruka*, 1351 tons, Pensacola to Rio Janeiro with lumber at \$14; British bark *Dalhama*, 890 tons, from Ship Island to Rio Janeiro with lumber at \$14.25; schooner *Tofa*, 536 tons, from Mobile to Philadelphia with lumber at \$7.75, and bark *Handel Lust* from Pensacola to Buenos Ayres with lumber at or about \$13.75.

Lumber Notes.

B. O. Middleton & Co. of Waycross, Ga., have disposed of their saw-mill business to Moore, Marshburn & Co. The price paid is said to be \$10,000 in cash.

The saw mill of the Bluff City Lumber Co. at Pine Bluff, Ark., was destroyed by fire on the 10th inst. The loss will aggregate about \$20,000. The plant will soon be rebuilt.

Messrs. Adler Bros. of Birmingham, Ala., sold last week to L. P. Williams of Savannah, Ga., 92,000 acres of pine lands in South Alabama. The price paid is said to be \$175,000.

The Osborne Lumber Co. of Middlesboro, Ky., has closed a contract for one of the finest hardwood timber tracts in the mountains. The company will put in a large saw mill at Lone Mountain, Tenn., with which to cut it.

The Mt. Airy Lumber Co. of Mt. Airy, N. C., was granted a charter last week, with a capital stock of \$35,000. Walter A. Tunis of Mt. Airy and Theophilus Tunis of Baltimore are the principal stockholders.

The Southern Lumber Co.'s saw mill at Valley View, near Richmond, Ky., shut down on the 11th inst. for want of logs. The Barker Cedar Co.'s plant at the same point also suspended operations temporarily on the 6th inst.

The Emmett Landry Shingle Mill of Beaumont, Texas, is to be enlarged, and arrangements will be made to saw pine lumber. Mr. L. A. Mitchell will move his mill to Beaumont and associate himself in business with Mr. Landry.

The large lumber mill of Mabie & MeLure at Mabie, W. Va., on the Dry Fork Railroad, recently destroyed by fire, is being rebuilt. The new mill will be larger than the old structure, and will be 260

feet. be added.

Capt. Chavrin with the Monroe, Shreveport, an inter- Lumber

Mr. V. Bros. C. and a Kansas company capital s

The S. ited, of porated shingles of \$25,000 derson, Woodville manager

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Mr. Jo

46 feet. Several new attachments will be added.

Capt. C. S. Woodworth and P. A. Chaurin have severed their connection with the West Monroe Lumber Co. of Monroe, La., and left on the 9th inst. for Shreveport, La., where they have secured an interest in the Shreveport Hardwood Lumber Co.

Mr. W. J. Kelly, formerly of the Kelly Bros. Cooperage Co. of Armourdale, Mo., and a number of capitalists of Omaha and Arkansas, it is stated, are about to build a big cooperage establishment in Kansas City, Mo., to cost \$50,000. A company has been incorporated, with a capital stock of \$100,000.

The Shreveport Hardwood Co., Limited, of Shreveport, La., has been incorporated for the manufacture of lumber, shingles, laths, etc., with a capital stock of \$25,000. The officers are W. K. Henderson, president and treasurer; C. S. Woodworth, vice-president and general manager, and P. A. Chaurin, secretary.

Shipments of timber and lumber from Shelbyville, Tenn., last week were very heavy, mostly going to Europe and points in New York State. The demand now seems to be for ash lumber, of which Bedford county has a very heavy growth. Ash logs are often brought to the Shelbyville market and sold for \$50 to \$60 each.

The Chattanooga Furniture Co.'s factory, warehouse and lumber yards at Chattanooga, Tenn., were completely destroyed by fire on the 10th inst. The total loss on machinery, buildings, finished goods and lumber is estimated at \$65,000, with insurance \$20,000. From \$15,000 to \$20,000 worth of finished goods was stored in the warehouse awaiting shipment.

The Ritter Lumber Co. of Pineola, Mitchell county, North Carolina, was incorporated last week, with a capital stock of \$50,000. The incorporators are W. M. Ritter, James L. Hamill, R. E. Pendleton, M. J. Caples of Welch, W. Va.; Edwin Mann of Bluefield, W. Va., and W. B. Councill of Boone, N. C. The company will manufacture lumber and all its finished products and buy and sell timber land, etc.

Most of the saw mills at Chattanooga have been obliged to shut down for want of logs, the upper Tennessee and other streams being at low-water mark. The Loomis & Hart Manufacturing Co. is the only one now running, and it has sufficient timber to keep in operation for about two months to come. The indications are that some weeks will elapse before there is a sufficient tide to bring out timber in any quantity.

A timber contract was awarded last week by the Mohler Lumber Co. of Lock Seven, W. Va., to Julian Hill of Hill. The timber, consisting of 20,000 trees, is located on White Oak creek, ten miles above Racine, W. Va. A tramway seven miles long will be built and the timber hauled out to Coal river by a locomotive. The price paid for the timber was \$4 per thousand feet board measure, the highest price heretofore paid by any lumber company.

The extensive milling plant at Chicora Park, Charleston, S. C., to be operated by E. P. Barton & Co. of Philadelphia, will soon be in operation. The mill, when completed, will have an output of 80,000 feet of lumber per day. The proprietors of this plant have purchased 70,000 acres of timber land around Chicora, and expect to do an extensive trade. Mr. Edward F. Henson, a member of the Barton Lumber Co., is manager of the business in Charleston.

Mr. John Coffey of Olympia, near Val-

dosta, Ga., is at present engaged in getting out some giant timbers for shipbuilding purposes. The largest timber of the lot that he has yet cut is of the following dimensions: seventy-one feet long, 24x20 inches at one end and 31x31 inches at the other end, and contains 4000 feet of lumber. There will be six pieces of this heavy timber shipped to Brunswick for a special order, where it will be again shipped to its destination.

A charter was granted last week to the Flushing Lumber Co. of Norfolk, Va. The capital stock is \$5000 to \$10,000, to be divided into shares of \$100 each. The officers are J. A. Wallace of Norfolk county, president; W. W. Tunis of Norfolk, vice-president; S. A. Dodge of New York, secretary and treasurer. These, with H. C. Tunis of Baltimore and W. D. Hardy of Norfolk, compose the board of directors. The principal office of the company will be in Norfolk.

The Georgia Saw Mill Association held its regular monthly meeting at Cordele, Ga., on the 8th inst. In the absence of the president and vice-president, Mr. J. F. Fender was elected chairman, with Mr. T. J. Agnew in his position as secretary of the association. The interior price-list was advanced as follows: Heart-face rift, first clear, \$28; rift, first clear, \$21; flat A, \$13; flat B, \$11; common, No. 1, \$9.50; common, No. 2, \$7; ceiling, A, \$13; ceiling, B, \$11; No. 1 common, \$9.50. First and second finish, surfaced two sides, advanced \$1 per thousand feet straight through. Coastwise list was advanced \$1 per M feet on all sizes in groups 5, 6, 7 and 8. Reports from all sections were to the effect that there was no diminution in the demand, and that price-lists were being fully maintained. The meeting was well attended, and was perfectly harmonious during the entire session.

TRADE NOTES.

Carpet-Cleaner.—The Hayes Carpet Cleaning Machine Co. wants to place agencies for disposing of its devices.

Lumber-Mills Machinery.—Mr. G. M. Fleming, receiver of the Alexander Lumber Co., Buckhannon, W. Va., is selling out the machinery contained in lumber mills. (See advertisement for list.)

Flour Mills.—The Wolf Co. of Chambersburg, Pa., has contracted to equip a 75-barrel gyrator flour mill at Chaddsford, Pa.; to remodel a 150-barrel mill at Reno, Nev., to the gyrator system throughout, and to put in gyrator machines for a 100-barrel flour mill at Vincennes, Ind.

Water-Power and Building.—A water-power of about 1600 horse-power, together with mill building and tenement-houses, is offered for sale or lease. The property is located in the Piedmont section of North Carolina. Address H. C. Mackie, Granite Falls, N. C. (See advertisement.)

Thomas Carlin's Sons.—Mr. Thomas H. Carlin announces to the trade and general public that he has sold all his interest in the firm of Thomas Carlin's Sons to his brothers, Messrs. Wm. J. and J. H. Carlin. Mr. Thomas H. Carlin himself goes to Europe this month to look up machinery and methods relative to the clay and cement industries.

Coaling Stations.—The New York Central & Hudson River Railroad has awarded contract to the Link-Belt Engineering Co. of Philadelphia for the erection of three complete locomotive coaling stations. These stations are to handle run-of-mine bituminous, will employ the Link-Belt carrier, also will embody other improvements that have been suggested by the Link-Belt Engineering Co.'s long experience in this line. The Link-Belt Company is also building a locomotive coaling station for the Lehigh Valley Railroad Co. of New Jersey; this station is to handle lump anthracite, run-of-mine bituminous and the small sizes of anthracite.

General Electrical Contracting.—More and more does electricity enter into the daily life of the public. Lighting by electricity

in private houses has now come to be a common use of the day, and electricity for cooking purposes and heating purposes is beginning to make headway. Contractors for engaging to install complete electrical equipments of all kinds are found on every hand, many of them having acquired a reputation for satisfactory work. Among the latter class is Messrs. D. S. Pindell & Co. of the Equitable Building, Baltimore, Md. This firm is prepared to undertake any kind of electrical work that is classed in the general contractors' line. Among recent important contracts obtained by Pindell & Co. was that for a complete system in the new courthouse at Baltimore; another contract was that for installing electrical burglar alarm, lighting and heating system in Dr. Howard Kelly's residence at Belair.

Late Bullock Sales.—Among the more important sales made by the Bullock Electric Manufacturing Co. of Cincinnati during July were: At Dayton, Ohio, two 50-kilowatt engine-type generators; at New York city, four 50-kilowatt engine-type generators; Holcomb Rock, Va., one 60-kilowatt belted generator; Boston, Mass., one 50-kilowatt belted generator; Cincinnati, Ohio, twenty-five slow-speed motors for direct connection to type machine; New London, Conn., one 30-kilowatt belted generator; United States government, San Francisco, Cal., one 30-kilowatt belted generator; St. Louis, Mo., one 12½-kilowatt belted generator; one 25-kilowatt engine-type generator; Daily Mail, London, England, two 50-horse-power printing press equipments, Bullock "teaser control" system; Brilliant, Ala., one 30-kilowatt belted generator; Joplin, Mo., one 20-horse-power motor; Boston, Mass., one nine-horse-power belted motor; 900 R. P. M.; Bethlehem, Pa., one 10-horse-power belted motor; St. Louis, Mo., one 12½-kilowatt belted generator; Sowaren, N. J., one 17½-kilowatt belted generator.

Buffalo Forge Co. in Berlin and Hawaii.—In competition with engine manufacturers of America and England the Buffalo (N. Y.) Forge Co. has secured a large order for shipment to Hawaii. This order calls for four 50-horse-power and two 75-horse-power high-speed vertical center-crank engines, which will run in oil; a direct-connected pressure blower will also be supplied and a 300-light generating set. Another order secured was that to supply heating and ventilating system complete for the extensive Deutsch Niles Works in Berlin, Germany. This order calls for apparatus for machine shop as follows: Two full housing duplex fans, each standing 180 inches tall; with these fans will be used 23,000 feet of Buffalo fan system heating surface; the foundry heating and ventilating outfit consists of two full housing fans, each standing 140 inches tall; with these fans are used 10,000 feet of heater. If the pipe of the above two heaters were laid in single continuous lengths the distance covered would be very nearly six miles of one-inch pipe. The Buffalo company has also received order for a complete equipment of machinery for the Berlin company's forge shop.

Five to One or One to Five.—Contest was held lately to show the difference in time and number of men required to make connections with or by means of the Quic as Wink couplings as compared with screw couplings. At the recent annual meeting of the Association of Volunteer Firemen of Northeastern Ohio, five firemen, with two sections of screw-coupled hose and play pipe, were placed one at the hydrant, two where the hose was to be coupled together and two where a nozzle was to be put on, the hose and nozzle lying disconnected where the men stood. Their competitor, one man only, with the same connections to make by means of the Quic as Wink couplings, stood at his hydrant. At the word "go" all began. The Q. A. W. man connected first with the hydrant, walked or rather jumped six or seven feet to where his hose was to be coupled together, and from there about six feet to where the nozzle was to be put on. The Q. A. W. man finished his three connections from three to seven seconds sooner than the five screw-coupling men finished theirs, though they had no jumping to do. Several trials were had, the time varying as above in favor of the Q. A. W. every time.

Artificial Ice and Refrigeration.—The many uses of artificial ice and refrigeration aid in extending constantly the number of new plants erected, both for the purpose of manufacturing ice for sale and for refrigerating purposes. The manufacturers of ice and refrigerating machinery in this country have been busily engaged for some months past in supplying the increased demand for their apparatus.

Among the successful manufacturers of this class of machinery is the A. H. Barber Manufacturing Co. of 229 S. Water street, Chicago. A few of this company's late sales included a 15-ton refrigerating plant for cooling oils at South Chicago; a five-ton refrigerating machine for ice-cream factory in Milwaukee, Wis.; six-ton refrigerating machine for a Chicago restaurant; five-ton storage plant at Lockport, N. Y.; three-ton refrigerating plant for meat and storage rooms at Evansville (Ind.) State institution; five-ton plant for cooling chocolate rooms in establishment at London, Canada; three-ton refrigerating machine to be used in experimental work cooling air and water at the State College in Pennsylvania, and a three-ton refrigerating machine for cooling cream vats and refrigerators in a creamery at Big Rock, Ill.

TRADE LITERATURE.

Electric Fans, Generators, etc.—Bulletins H and I of the B. F. Sturtevant Company of Boston are devoted to electric fans and eight-pole motors and generators.

A Bullock Bulletin.—The Bullock Electric Manufacturing Co. of Cincinnati, Ohio, is issuing its latest bulletin, No. 1334. This is devoted to the Bullock engine-type generators, and should prove interesting to every present and prospective user of electrical apparatus.

"Finer Than Silk."—One of the most popular railroads in the country is the Cincinnati, Hamilton & Dayton Railway, familiarly known as the C. H. & D. The company has issued an illustration of its "Michigan Flyer," showing the popular train at full speed, and titled "Finer Than Silk."

Grinding Machinery, etc.—Messrs. Sprout, Waldron & Co. have issued a new catalogue of their mills for grinding, etc. The company makes a complete line of French burr attrition and emery rock mills, also cornear and oilcake crushers, wheat and buckwheat roller mills and a general line of mill machinery. Office and works at Muncey, Pa.

Holophane Glass for Electricity.—The general introduction of the electric light into all avenues of life for lighting purposes has been the means of producing a number of novelties especially adapted for such lighting. One of these novelties is the holophane glass, manufactured by the Holophane Glass Co. of 1 Broadway, New York city. This glass, fashioned into globes, diffuses the rays of light, makes an even and wide distribution, removes glare, streaks, etc., and is altogether a most welcome article. Catalogues may be obtained on application.

Electric Mine Haulage.—A catalogue upon underground electric haulage has been issued jointly by the Baldwin Locomotive Works and the Westinghouse Electric & Manufacturing Co. Electric mine locomotives produced by such eminent manufacturers cannot fail to interest all mine proprietors who study economy in operating expenses. The catalogue illustrates and describes the locomotives and contains tables of dimensions and of the hauling capacity upon various grades. Address Baldwin Company at Philadelphia, or Westinghouse Company at Pittsburg.

Standard Welding.—The seamless steel tubing, electric welding of bicycle parts, and general welding business of the Standard Tool Co. has been transferred to the Standard Welding Co., a new corporation. The Standard Welding Co. issues a pamphlet referring to its goods, and notifies purchasers of such product that they will be accorded the same promptness and attention to details that was the wont of the former company furnishing the tubing, etc. With increased facilities the company's plant at Central avenue and Cone street, Cleveland, Ohio, will doubtless be busily engaged in filling orders.

Pebble Mill Specialties.—Pebble mills have been known for many years as the only agency whereby drugs, chemicals, colors, plumbago, enamels, glazes, face powder, ores, feldspar, mica, talc, fibrous materials, etc., could be reduced to an absolutely impalpable powder without bolting. The catalogue before us is presented to the public, and to manufacturers in particular, with the introduction that the company has aimed to speak from the standpoint of practical experience. The large line of pebble mills (in all sizes and styles for all purposes) offered is asked to be investigated strictly on their merits. Address the Max F. Abbe Manufacturing Co. of 26 Cortlandt street, New York city.

CONSTRUCTION DEPARTMENT.

THE MANUFACTURERS' RECORD
seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

* Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in a town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and it is often advisable to add the names of one or more incorporators as an aid to the postmaster in delivering mail.

ALABAMA.

Anniston—Pipe Works.—The Central Foundry Co. of New York city will enlarge its pipe works at Anniston.

Anniston—Lime Plant.—The Lagarde Lime & Stone Co. (reported several weeks ago under Gadsden as incorporated, etc.) has leased the plant of the Anniston Lime & Coal Co. (which was reported last week as to be rebuilt), and will repair the furnaces preparatory to immediate operations. P. Bestor Brown is manager of the Anniston office.

Bessemer—Pipe Works.—F. B. Nichols, formerly of Bessemer, contemplates the organization of a company for the establishment of pipe works with a daily capacity of not less than 100 tons and to cost about \$500,000.

Bessemer—Iron Foundry.—It is reported that Louis Hoster will erect a large iron foundry and machine shops.

Birmingham—Ore Mines.—W. E. Allen and others of Birmingham have purchased 886 acres of ore lands near Birmingham and will mine the property, putting in washers and other machinery.

Bromley—Cotton Mill.—M. Hardee and Charles Pearce of Mobile have purchased a previously established cotton mill at Bromley containing 5000 spindles and are preparing it relative to starting operations; 200 operatives will be employed.

Huntsville—Lime-kiln.—Negotiations will be made with Northern capitalists for the establishment of a lime-kiln at Huntsville; Wells, Bennett & Co. will have charge of the quarry.

Huntsville—Bedstead Factory.—Northern parties are investigating with a view of establishing a plant for the manufacture of iron and brass bedsteads. T. W. Pratt can probably give information.

Mobile—Cotton Mill.—The cotton mill reported last week will be incorporated, with a capital stock of \$400,000; building will be four stories, of brick; 20,000 spindles will be installed and 700 operatives employed. Edward E. England, secretary Chamber of Commerce, may be addressed.

Mobile—Basket Factory.—The Sherwood Basket Co. of Sherwood, Ohio (recently reported to remove its factory to Mobile), in a letter to the Manufacturers' Record

states: "We have not yet reached any definite conclusion in regard to the removal of our basket plant to Mobile; we hardly think there is any doubt but what we shall make the move early the coming winter."

Montgomery—Cotton Mill.—It is reported that New England parties have purchased land and water-power at lock No. 3, in St. Clair county, and will erect a \$1,000,000 cotton factory, work to begin in thirty days.

Opelika—Fertilizer Factory.—The Opelika Chemical Co., recently reported as organized by E. T. Tabor of Montgomery, Ala., and others for the erection of a fertilizer factory, will erect two main buildings, 108x300 and 40x344 feet, respectively, with numerous sheds and small buildings.

Prattville—Cotton Mill.—It is reported that a \$125,000 company has been organized for the establishment of a cotton mill; contract for main building will be awarded in a few days and machinery has already been ordered. Names of interested parties will be announced later.

Russellville—Ore Mines.—Edgar Adler (of Morris Adler & Co., Birmingham) has purchased 360 acres of brown ore lands near Russellville for \$52,500, and will develop at once.

Uniontown—Electric-light Plant.—The city contemplates establishing the electric-light plant (reported last week) of twenty-five arc and 150 incandescent lights, to be operated in connection with the water works. Address L. A. Morgan, mayor.*

ARKANSAS.

Bentonville—Zinc Mines.—The Last Chance Mining Co. has discovered and will develop zinc deposits on its property.

Dewitt—Electric-light Plant and Ginnery. R. A. Houston contemplates the erection of an electric-light plant and ginnery.

Hamburg—Planing Mill.—The Ashley Lumber Co. (reported during the week as organized) will operate a planing mill; E. W. Gates, president.

Helena—Gin.—The Model Gin Co. has been incorporated, with F. F. Anderson, president; John D. Anderson, vice-president, and Charles Anderson, secretary-treasurer; capital stock \$6000.

Jasper—Flour Mill.—S. L. Shaddox contemplates the erection of a roller flour mill, but has as yet made no definite arrangements.

Little Rock—Grain Elevator.—T. H. Bunch has leased land with 300 feet frontage to erect a grain elevator.

Little Rock—Cooperage.—The Little Rock Cooperage Co. will rebuild its cooperage recently burned.

Russellville—Coal Mines.—The Mount Nebo Anthracite Coal Co. has been incorporated, with Charles E. Martin of Logan county, Illinois, president; E. J. Martin, vice-president and secretary; Clinton D. Martin, treasurer and business manager. The capital stock is \$50,000, of which \$42,000 has been subscribed. Address Clinton D. Martin.

FLORIDA.

Jacksonville—Knitting Mill.—A. G. Bigelow and associates are establishing a knitting mill; installed five knitters for the manufacture of ladies' underwear, with capacity for 250 dozen per day; an equal number of sewing and finishing machines are also installed. The machinery will be operated by electricity, and fifteen operatives employed at present; additional machinery will be purchased at an early date. Address W. P. Shaver, superintendent.

Lacoochee—Machine Shops.—The Lacoochee Machine Works is establishing a machine shop.*

Lake Helen—Starch Factory.—The Lake Helen Manufacturing Co. (lately reported as incorporated) will erect a one-story 60x85-foot starch factory to cost \$6000; capacity 3000 pounds of starch per day; J. P. Mace, president.

Miami—Water and Power.—Incorporated: The Miami Power & Water Co., by A. V. Smith, J. R. Parrott, H. S. Jenison, C. B. Knott and J. P. Beckwith.

Pensacola—Dry-kiln.—The W. B. Wright Co. is rebuilding its dry-kiln, reported last week as burned; W. B. Wright, president.

Pensacola—Sewerage System, Street Improvements, etc.—An ordinance has been introduced in the city council authorizing the issuance of \$100,000 of bonds for construction

tion and extension of sewerage system; \$50,000 for improving public streets and \$50,000 for erection of market-house and appurtenances; F. Glackmeyer, city clerk.

St. Augustine—Phosphate Mines, etc.—The Phosphoria Phosphate Co. has been incorporated, with Louis McLain, president and general manager, and John Algernon Wyllie, secretary and treasurer, for the development of phosphate mines, erection of plants, etc.; capital stock \$125,000.

St. Marks—Saw Mill.—The Graham Cypress Co. (operating a shingle mill) will erect a saw mill with daily capacity of 10,000 feet.

GEORGIA.

Auraria—Gold Mine.—H. D. Jaquish of Gainesville, Ga., has purchased the Bigbee property, near Auraria, as previously reported; it includes 320 acres and a 20-stamp mill, which will be operated in September; no new machinery will be needed until later on.

Bronco—Ore Mines.—C. E. Bueck, Richmond, Va., of the Chattanooga Ore Mine Co., is preparing for extensive developments at his mines at Bronco, Ga.; between 300 and 500 tons of ore will be mined daily, and several hundred operatives employed.

Columbus—Cotton Mill.—The Eagle & Phoenix Mills will erect a building three stories high, 80x120 feet, to accommodate the 300 looms noted several weeks ago as to be installed; 100 more operatives will be engaged, making 1400 in all.

Conyers—Cotton Mill.—John H. Almand, J. J. Langford, R. W. Tucker, L. J. Almand and G. A. Almand will organize a stock company for the erection of a cotton mill.

Dennard—Cotton Mill.—A stock company will be organized at Perry, Ga., for the purpose of enlarging and operating the Houston Factory; mill now contains 2240 spindles and sixty looms.

Dublin—Knitting Mill.—E. H. Spivey of Talbotton, Ga., is investigating with a view of establishing a knitting mill in Dublin.

Hartwell—Cotton Mill.—A movement is on foot for the erection of the cotton factory reported last week as talked of. E. B. Benson can give information.

Hartwell—Cotton Mill.—James J. Fretwell of Anderson, S. C., will be president of the cotton mill reported last week as to be erected on the Tugalo river, near Hartwell.

Macon—Paper-box Factory.—The Bibb Manufacturing Co. has ordered machinery for the establishment of a paper-box factory.

Macon—Fertilizer Factory and Tallow Refinery.—Moses Marx of Norfolk, Va., is preparing for the establishment of a fertilizer factory and tallow refinery in Macon.

Macon—Tannery.—J. A. Newcomb and others contemplate the organization of a \$25,000 company for the establishment of a tannery and harness factory; over 100 operatives will be employed.

Macon—Mercantile.—C. S. Cason, J. Tim Killen and George E. Scott have incorporated the Union Dry Goods Co. for the purpose of conducting a general dry goods business; capital stock \$15,000.

Newnan—Sewerage System.—It has been decided by popular vote to issue the \$20,000 of bonds for construction of sewerage system previously mentioned; W. P. Nimmons, clerk.

Roswell—Electric-light Plant.—The city council has granted franchises to the Roswell Electric Street Railway, Light & Power Co. for the construction of an electric line and operation of an electric-light plant. The company will apply for charter and commence work as soon as possible.

Thomson—Cotton Mill.—The John E. Smith Manufacturing Co., reported last week as having contracted for a mill, has organized with John E. Smith, president; 2496 spindles will be installed, product to be thread; about \$42,000 will be invested.

Valdosta—Cotton Factory.—The Strickland Cotton Mills, recently reported as incorporated, will contract at once for buildings and machinery; latter will consist of 10,000 spindles and complement; B. F. Strickland, president; E. P. S. Denmark, vice-president, and E. W. Lane, secretary-treasurer.

KENTUCKY.

Ashland—Pulp Mill.—Samuel H. Egalf and E. M. Embree of Buena Vista, Va., are in

vestigating with a view of organizing a \$500,000 stock company for the establishment of a pulp mill in Ashland; plant will use 3,000,000 gallons of water and 100 cords of wood per day.

Bardwell—Water Works.—The city will issue \$8000 of bonds for construction of water works. Address C. V. Heaslet, clerk.

Elizabethtown—Electric-light Plant.—David L. May, W. C. Montgomery and R. G. Phillips have incorporated the Elizabethtown Electric Light Co., with a capital stock of \$5000.

Louisville—Planing Mill.—W. M. Gage will not rebuild at present his planing mill recently burned, but may later do so.

Louisville—Natural-gas Supply.—The Kentucky Heating Co. will lay pipes and furnish natural gas for heating purposes.

Louisville—Distilleries.—J. Rosenbaum, R. G. Shipman, H. F. Spooner, G. H. Westfall, all of New York city, and T. Darlington of Greenwich, Conn., have incorporated the Marion County Distilling Co., capital stock \$6000; the Cedar Brook Distillery, capital \$5000; the W. S. Hume corporation, capital \$5000, and J. N. Blakemore corporation, capital \$4000, for the manufacture of wines, whiskies, etc.

Louisville—Water-power Development.—The Cumberland Falls Co. has been incorporated for the purpose of developing the Cumberland Falls, in Whitley county, so that the power can be used for electrical purposes. C. W. Banta is president; Louis H. Morgan, treasurer, and James C. Allin, secretary; capital stock \$9000.

Owenton—Electric-light Plant and Water Works.—Col. William Lindsay, J. M. Herndon and others are organizing a company for the establishment of water works and electric-light plant; an artesian well will be sunk and if successful standpipe, pumping station, etc., will be erected.

Red House—Flour Mill.—Marshall & Stewart have established a flour mill, as lately reported; capacity seventy-five bushels per day.*

LOUISIANA.

Crowley—Rice Mill.—The American Rice Milling Co. (reported recently as incorporated) is erecting a mill building, four stories, 41x44 feet, and to cost \$30,000; capacity 1200 barrels every twenty-four hours; twenty operatives employed.

Lawrence—Paper Mill.—H. C. Warmoth will erect a \$100,000 paper mill, as recently reported; material will be available for 400 tons of wrapping and express paper per annum; plant for eighteen tons daily will be installed.*

New Orleans—Cordage Factory.—The New Orleans Cordage Co. (reported last week as incorporated) has for its object the manufacture of the lower grades of raw cotton into rope, twine, mops, yarns, batting, etc.; proposes putting in about 2100 spindles, with capacity of about 3500 pounds finished goods per day; thirty-five operatives will be employed. Address P. M. Mayer, 1816 Valence street.*

New Orleans—Cotton Mill.—The efforts of the committee appointed to investigate the erection of a cotton mill have been successful. Col. William H. Byrnes, S. Odenthal, J. D. Blakemore, Tullis C. Walker and E. S. Rapier compose the committee. For particulars address Secretary Blaffer of the Progressive Union.

MARYLAND.

Baltimore—Iron Foundry.—The Structural Iron Co. will erect an iron and brick foundry to cost \$10,000.

Baltimore—Towing, Lighterage and Storage Company.—The Patapsco Towing, Lighterage & Storage Co. has been incorporated, with a capital stock of \$100,000 by Robert Ramsey, George F. Patterson, John Thorpe, James S. Thornton and A. E. Sidebotham.

Baltimore—Telephone Exchange.—Joseph Evans Sperry has completed plans for the seven-story, fireproof steel structure to be erected by the Maryland Telephone & Telegraph Co. at a cost of \$125,000; an improved switchboard with a capacity for 6000 telephones and costing \$150,000 will be installed; plans also include the erection of six supplementary exchanges in different parts of the city, each with a capacity of 1000 telephones.

Baltimore—Cigarette Factory.—Incorporated: The Maryland Cigarette Co., by J.

W. H. A. K. Epps \$10,000
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Cuml East with J. W. Great The G. D. C. and to a p erating owned the W which nies an excepti utilize the pur can be railroad proper Power the tim engine best pl Mech ger of syndica near Ma a view
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W. Hargrave, Edward H. Hargrave, Morris A. Kartman, Michael J. Fitzsimmons and Epps Hargrave, Jr., with a capital stock of \$10,000.

Cumberland—Electric Plant.—The Edison Electric Illuminating Co. will install two dynamos of 2000 candle-power each.

Cumberland—Real-estate Company.—The East End Land Co. has been incorporated, with William Roberts, Jr., president, and J. W. Humbird, secretary.

Great Falls—Electric-power Plant, etc.—The Great Falls Power Co. of Washington, D. C., will construct a dam at Great Falls and a canal or sluice to convey the water to a power-house for the purpose of generating electricity. This company is owned by those who are also interested in the Washington Traction & Electric Co., which controls the electric-lighting companies and all the street railroads with the exception of one, and the new owners will utilize the power of the Potomac river for the purpose of generating electricity, which can be used both for lighting and street railroad purposes; several months ago the property and franchises of the Great Falls Power Co. were acquired, as reported at the time, and surveys have been made by engineers with a view of determining the best plan for development.*

Mechanicstown—Copper Mines.—W. D. Elger of New York, representing a New York syndicate, has optioned seven tracts of land near Mechanicstown, and is prospecting with a view to mining copper.

MISSISSIPPI.

Clarksdale—Water Works.—The city is investigating the advisability of constructing a system of water works. Address "The Mayor."

Greenville—Sewerage System.—The city will construct a sewerage system. Address J. M. See, city clerk.*

Laurel—Cotton Mill.—It is stated that capital has been secured to assure the organization of the Laurel Cotton Mills, reported last week; mill will have 15,000 spindles and 500 looms; capital stock \$300,000. Address W. B. Rogers.

Lexington—Cotton-oil Mill.—The Farmers' Cotton Oil Co. has been incorporated, with a capital stock of \$25,000, by Lewis Hariman, M. M. Rayner, I. Flower and others.

Moorhead—Cottonseed-oil Mill.—The Moorhead Oil Mill Co. has been incorporated, with capital stock of \$50,000, by C. H. Pond, E. A. Shedd, R. B. McMahon, H. A. Mulhall and others, and contracted for the erection of a 60-ton cottonseed-oil mill; a refinery for treating the crude oils into the various product will also be built; C. H. Pond, president.

Summit—Cotton-oil Mill.—A stock company will be organized for the establishment of a cottonseed-oil mill. Address E. S. Atkinson or Henry Alcus for information.

Vicksburg—Sewerage System.—The Board of Trade is endeavoring to have the city take advantage of its authority to issue \$100,000 of bonds (authorized by legislature) for the construction of a sewerage system.

MISSOURI.

Amoret—Creamery and Cold-storage Plant. The Amoret Creamery & Cold Storage Co. has been incorporated, with a capital stock of \$4800, by P. I. Lancaster, W. C. Carpenter, J. Rogers and others.

Carrollton—Chartered: The Brocksmith Anti-Rattler Co., with a capital stock of \$2000, by W. H. Brocksmith, A. R. Brocksmith and H. H. Wilcoxson.

Joplin—Lead and Zinc Mines.—The Nancy Lee Mining Co. has been incorporated, with a capital stock of \$30,000, by J. E. Aldrich, P. C. Hopkins, J. E. Hafner and others.

Kansas City—Mercantile.—Chartered: The Lipsis Mercantile Co., with a capital stock of \$8000, by S. R. Lipsis, C. D. Axman and others.

Kansas City—Woodworking Factory.—The Montgomery-Thayer Manufacturing Co. has been organized, with a capital stock of \$25,000, by P. H. Montgomery and C. E. Thayer, leased building and installed machinery for the manufacture of hickory handles, neck yokes, singletrees, etc.; twenty-five operatives will be employed.

Mason City—Grain Elevators.—The St. Paul & Kansas City Grain Co. of Minneapolis, Minn., has purchased an extensive system of elevators along the Mason City & Fort Dodge Railroad, and will build extensive grain storage houses in connection with the elevators; F. J. Wright, superintendent.

Morgan County—Lead and Zinc Mines.—Raymond Morrison of Galena, Kans., has

organized a company for the development of lead and zinc mines in Morgan and Pettis counties.

St. Louis—Real Estate.—Chartered: The Schaebler Ashland Realty Co., by J. G. Schaebler, E. G. Goldsmith and others; capital stock \$10,000.

St. Louis—Lead and Zinc Mines.—The Olympia Zinc Co. has been incorporated by B. M. Jennings, Lester M. Hall and E. Lumeling.

St. Louis—Manufacturing.—George C. Conidine, S. W. Sargent, A. H. Pirie and C. C. Chapman have incorporated the Considine Manufacturing Co., with a capital stock of \$30,000.

St. Louis—Chartered: The Plate Glass, Tombstone & Monument Manufacturing Co., with a capital stock of \$30,000, by W. A. Hammond, R. W. Taylor, A. Hannon and S. C. Rogers.

St. Louis—Engine Company.—George Decamp, Charles A. Roth, C. C. Weaver and others have incorporated the Decamp Engine Co., with a capital stock of \$250,000.

St. Louis—Tobacco Factory.—William S. Logan, late of the Liggett & Myers Tobacco Co., contemplates the establishment of a large tobacco factory in St. Louis.

St. Louis—Mining, Real Estate and Livestock Company.—The Barry County Land, Mining & Live-Stock Company, with a capital stock of \$7500, has been incorporated to conduct a general mining, real-estate and live-stock business; incorporators, E. Whitaker, A. V. L. Brokaw, G. W. Baumhoff and others.

NORTH CAROLINA.

Albemarle—Knitting Mill.—The Windermere Hosiery Mills has been organized to establish plant of capacity of 1000 pairs daily; building and machinery contracted for.

Cherryville—Cotton Mill.—The Gaston Manufacturing Co. will double the capacity of its mill; present equipment 5000 spindles and ninety-six looms; will expend about \$60,000.

Dallas—Cotton Mills.—The Dallas Cotton Mills (reported last week) is erecting new annex 50x140 feet, including a weaveroom; 116 looms will be removed from main building to new annex and main building will be filled with new spinning and other machinery, adding 2080 new spindles, etc.; \$20,000 will be expended; E. L. Wilson, general manager.

Durham—Telephone Factory.—The Interstate Telephone Co. will establish a factory for the manufacture of telephones.

Greensboro—Copper Mines.—Herbert Carl and others of New York have purchased the Fentress copper mine, in Guilford county, and will develop on an extensive scale.

Greensboro—Chewing-gum Factory.—Geo. A. Kestler has purchased and will operate the chewing-gum factory of the Southern Sweet Gum Co.; capacity 500 sticks per minute.

Lexington—Woodworking Factory.—G. W. Montcastle, W. G. Perry and J. F. Ward have incorporated the Central Manufacturing Co. for the manufacture of any and all articles of wood; capital stock from \$10,000 to \$30,000.

Lexington—Furniture Factory.—The \$10,000 company reported during the week as having been formed by W. G. Perry, J. F. Wood, J. F. Hargrove and others for the manufacture of furniture will be known as the Lexington Furniture Co.

Monbo—Cotton Mill.—The Monbo Manufacturing Co. is installing 832 spindles, revolving flat-cards and other machinery.

Morganton—Telephone System.—The Burke County Telephone & Telegraph Co. has been incorporated to operate telephone exchanges in Morganton and throughout Burke county; capital stock \$3000; incorporators, George I. White, Sinclair M. McDowell of Marion and W. C. Ervin of Morganton.

Mt. Pleasant—Cotton Mill.—It is reported that a company will be organized, with J. W. Cannon of Concord, president, and Capt. Jonas Cook, secretary, for the erection and operation of a cotton mill.

Murphy—Corn, Feed and Flour Mill.—J. W. Cooper has contracted for the erection and equipment of corn, feed and flour mill; capacity for flour forty barrels daily.*

Pineola (not a postoffice)—Lumber Company.—The Ritter Lumber Co. has been incorporated, with a capital stock of \$50,000, by W. M. Ritter, James L. Hammill, R. E. Pendleton and M. J. Copler, all of Welch, W. Va., and others.

Raleigh—Gold Mines.—The Portis Exploration Co., previously reported as incorpo-

rated, has secured possession and control of the Portis gold mine, which it is reopening and developing and installing a 15-stamp mill; E. W. Lyon, general manager.

Rutherfordton—Furniture Factory.—Carpenter & Taylor will erect a furniture factory.*

Shelby—Tannery.—Chevis Froneberger has built a small tannery to experiment with a quick process; should results prove satisfactory, the capacity will be largely increased.

Shelby—Cotton-oil Mill.—T. W. Dixon of Rutherfordton, N. C., is interested in the establishment of a cottonseed-oil mill at Shelby; \$6000 has been subscribed.

Shelby—Knitting Mill.—It is reported that the establishment of a knitting mill is contemplated. Names of interested parties will be announced later.

Warrenton—Shingle Mill.—J. M. Flitts has established a shingle mill.

SOUTH CAROLINA.

Anderson—Cotton-oil Mill.—W. F. Cox has organized a company for the establishment of a cottonseed-oil mill.

Anderson—Cotton Mill.—W. F. Cox, E. P. Vandiver, J. A. Hall, Fred E. Brown and G. W. Evans have incorporated the Cox Manufacturing Co., with a capital stock of \$50,000, for the erection of a cotton mill.

Arlington—Cotton Mill.—George T. Walker and J. J. Miller of Arlington, J. L. Sexton and O. A. Robbins of Charlotte, N. C., and A. B. Grace have incorporated the Arlington Cotton Mills, with a capital stock of \$50,000, for the establishment of a cotton mill.

Barnwell—Cotton Compress.—The Southern Round Bale Cotton Co. has been incorporated, with a capital stock of \$10,000. Col. Mike Brown is president; S. H. Brown, vice-president, and F. J. Devereux, secretary-treasurer.

Bennettsville—Electric-light Plant.—The Bennettsville Light & Power Co., reported during the week as incorporated, will erect an electric-light plant. Address H. L. McColl.

Columbia—Paper Mill.—J. L. Coker, Jr., and V. G. Coker of Hartsville, S. C., have incorporated the Saluda Fiber Co., with a capital stock of \$100,000, for the manufacture of paper and rope; they propose establishing a mill having initial capacity of twenty tons per day; at first 1500 horse-power will be used, and the capacity is to be increased until 7500 horse-power will be used in producing a daily output of 100 tons.

Easley—Cotton Mill.—J. M. Geer, P. O. Box 47, Greenville, S. C., and others will erect a 10,000-spindle mill for the manufacture of sheetings and drills at Easley.*

Enoree—Cotton Compress.—Capt. John W. Lanford is installing a round-bale cotton compress.

Greenville—Sash, Door, Blind, etc., Factory.—Capt. W. F. Parker of W. F. Parker & Co. has purchased the woodworking plant of J. D. M. Dillard, and will operate it, installing new machinery for manufacture of sash, doors, blinds, etc.

Greenville—Iron Foundry and Machine Shops.—R. E. Cowser of Elberton, Ga.; J. J. Biggerstaff of Greenville, S. C., and a Mr. Fleming of Spartanburg, S. C., reported during the week as to put in machinery for iron foundry and machine shops, have organized the Piedmont Iron Works to operate the plant.

Kershaw—Ginning and Milling.—Chartered: The Kershaw Ginning & Milling Co., by S. W. Heath, J. V. Welch, W. L. Blackman and R. S. Floyds; capital stock \$5000.

Laurens—Mercantile.—The Laurens Mercantile Co. has been incorporated, with a capital stock of \$10,000, by B. A. Sullivan, W. E. Gray and others.

Mt. Pleasant—Spool-cotton Mill.—J. S. Hartzell and others contemplate the erection of a mill for making spool cotton out of Sea Island cotton.*

Piedmont—Mercantile.—Chartered: The People's Store, capital stock \$15,000, by J. J. Phillips, president; H. M. Geer, vice-president; J. L. Bussey, secretary and treasurer.

Sumter—Telephone Factory.—The Telephone Manufacturing Co. will erect a new telephone factory; Peter Blow, Knoxville, Tenn., president.

Union—Cotton Mill.—The Buffalo Cotton Mills, reported last week as incorporated and as to build at once, will be No. 3 plant of the Union Cotton Mills. This latter company announced in June its intention to build a 50,000-spindle and 1200-loom factory, and it has been decided to make a separate corporation of the No. 3 mill, chartering as the Buffalo Cotton Mills, as

above noted. The Union Cotton Mills has 36,672 spindles and 2280 looms. About \$900,000 will be expended on the new plant. Mr. T. C. Duncan is president.

TENNESSEE.

Bristol—Zinc Mines.—Capt. R. A. Bowie has optioned and is developing zinc ore mines in Scott county, Virginia, near Bristol, Tenn., Va.

Brownsville—Electric-light Plant.—The Brownsville Electric Light Co. will rebuild its burned plant.*

Chattanooga—Cotton-oil Mill.—The Richmond Cotton Oil Co. will erect another cottonseed-oil mill; site not yet selected.

Chattanooga—Wagon and Buggy Factory. The Wilson Chattanooga Buggy & Wagon Co. has erected a new building, four stories, 45x100 feet, with blacksmith shop 38x43 feet, which will more than double the capacity of its factory.

Chattanooga—Iron Works, etc.—The Ornamental Iron & Wire Co. (lately reported as incorporated) already has a plant in successful operation; it incorporated for the purpose of enlarging and extending its business; improvements will be made from time to time and new machinery added as required. Company wants to correspond with parties who understand working up salable articles out of wire; F. G. Stauffer, secretary.*

Chattanooga—Furniture Factory.—The Chattanooga Furniture Co. will rebuild at once its plant reported burned; loss on burned plant \$40,000.

Crossville—Telephone Exchange.—The Gainesboro Telephone Co. has let contract for the extension of its line from Crossville to Whitwell, and is also arranging to put in an exchange at Crossville.

Knoxville—Gas Plant.—The Tennessee Gas & Coke Co. will begin at once the erection of its proposed gas plant, including the erection of three coke ovens. Address C. C. Howell.

Knoxville—Coke Ovens.—J. W. Keneval, general manager of the Tennessee Coke, Coal & By-Product Co., will erect a number of coke ovens for the Tennessee Gas & Coke Co.; the Keneval process will be used, and if found satisfactory, 400 or 500 ovens will be built at once. Both companies were recently chartered and reported in this department.

Lone Mountain—Saw Mills.—The Osborne Lumber Co. has purchased a tract of timber land in Claiborne county and will erect saw mill.

Madisonville—Broom Factory.—Horton Bros. are erecting a broom factory.

Mossy Creek—Woolen Mills.—The Mossy Creek Woolen Mill Co. (reported last week as to enlarge its buildings) is erecting a brick building 40x100 feet, one story, with basement, to be used as warehouse in order to use present warehouse as weaveroom, and will add additional looms. Company has just installed eight looms, also equipped plant with electric lights and several new machines; C. M. Kyle, secretary-treasurer.

Nashville—Toilet Company.—Chartered: The National Toilet Co., with an authorized capital of \$35,000.

Nashville—Cracker, etc., Factory.—The American Bread Co. has been incorporated, with an authorized capital of \$50,000, for the manufacture of bread, crackers, cakes, etc.

Nashville—Water Company.—E. E. Duncan, J. T. Ferguson, R. A. Patton and others have incorporated the Mountain Springs Water Co., with a capital stock of \$10,000.

Ridley—Phosphate Plant.—The Tennessee Phosphate Co. (reported last week under Mt. Pleasant) is erecting and has nearly completed an additional plant, which will give a total capacity of about 350,000 tons of phosphate rock per year; when running full capacity will employ 1000 men; Daniel Breck, general manager.

Sparta—Spoke Factory.—J. R. Tubb is enlarging his spoke factory.

Tennessee—Ore Mines.—The Union Steel & Chain Co. has been incorporated in New York, with a capital stock of \$80,000, and has secured options on large ore mines in Tennessee with a view to extensive developments.

TEXAS.

Beaumont—Shingle Mill.—L. A. Mitchell of Stark, La., will remove his saw mill to Beaumont and operate it in connection with the Emmett-Landry Shingle Mill, which he is enlarging.

Beeville—Water Works.—The city will hold a meeting to decide the purchase of

the old water-works plant or the construction of a new system. Address "The Mayor."

Big Springs—Telephone Line.—Mrs. J. E. Brewer will construct a telephone line.

Cuero—Electric-light Plant.—The city will probably issue bonds for the erection of an electric-light plant to be operated in connection with its water-works system. Address "The Mayor."

Eagle Pass—Coal Mines.—The Rio Bravo Coal Co. has been recently organized by William Hollis, W. W. Dunlop and T. G. George and purchased the Dolch coal mines for development; 1000 will be employed.

El Paso—Smelter.—The Federal Smelter Co. has purchased 100 acres of land as site for its proposed \$500,000 smelter.

Galveston—Ice Plant.—The Galveston Brewing Co. will double the capacity of its ice factory; present capacity seventy-five tons per day.

Galveston—Fiber Company.—The Galveston Fiber Co., Limited (recently reported as incorporated), has for its purpose the control of ramie machines invented by S. B. Allison.*

Galveston—Dredging.—The Bowers Southern Dredging Co. has been incorporated, with a capital stock of \$600,000, to carry on a general dredging business; incorporators, Charles Clark, Robert P. Clark and B. K. Crowell.

Galveston—Dredging.—The Bowers Southern Dredging Co. has been incorporated, with a capital stock of \$600,000, to conduct a general dredging business, by Charles Clark, Robert P. Clark and B. K. Crowell.

Hico—Telephone System.—The Hico Telephone Co. has been incorporated, with a capital stock of \$2500, to construct and operate a telephone system, by A. F. Wilser, F. A. Wilser and J. H. Wilser.

Houston—Cotton Gin, Compress, etc.—Weld & Neville have incorporated, with a capital stock of \$525,000; the firm includes S. M. Inman and Charles W. Ide of New York; company proposes to buy and sell cotton and to gin and compress it with plants or machinery owned, leased or operated under any form of contract.

Josserand—Lamp Factory.—The Josserand Carbide Lamp Co. has established a carbide lamp factory.

Krum—Flour Mill.—Efforts are being made for the organization of a stock company to erect flour mill. Names of interested parties will be announced later.

San Antonio—Elevator Works.—The Dubinski Electric Co. is organizing the company reported last week for the manufacture of freight and passenger elevators.*

Sherman—Cotton Mill.—J. J. Littlejohn of Jonesville, S. C., is reported as interested in the proposed erection of a cotton mill at Sherman.

Temple—Educational.—Chartered: The Fullview Select High School Co., with a capital stock of \$2500, by John Nichols and others.

VIRGINIA.

Berkley—Laundry.—The Berkley Steam Laundry is installing new machinery and making other improvements.

Goshen—Iron Ore and Limestone Development.—The Empire Steel & Iron Co., Empire Building, New York, N. Y., operating the Victoria furnace at Goshen, has purchased a tract of mineral property consisting of iron ore and limestone, situated near its plant, and will develop this property.*

Harrisonburg—Sewerage System.—The city council has taken affirmative action and it is probable bids will be invited in the near future for construction of the sewerage system reported last week. Address A. H. Snyder, recorder.

Hillsville—Insulator-pin Factory.—Mitchell & Kinzer will erect an insulator-pin factory, as reported last week; plant will turn out in carload lots about 80,000 every thirty days.

Lexington—Telephone System.—Arrangements have been completed for construction of telephone system from Lexington to Lynchburg by the Lexington Telephone Co. and the Lynchburg Telephone Co.

Martinsville—Rock Quarry.—The city has leased and will develop new rock quarry. Address "The Mayor."

Newport News—Woodworking Factory.—Dennis Bros. of North Baltimore, Ohio, reported last week as contemplating the removal of their woodworking plant to Newport News, state that there is nothing at all definite about their changing the location of their plant or any portion of it.

Norfolk—Timber-land Development, Mining, etc.—The Flushing Lumber Co. has

been incorporated for the development of timber lands, for mining minerals, etc.; capital stock from \$5000 to \$10,000; J. A. Wallace, president; W. W. Tunks, vice-president; S. A. Dodge of New York, secretary-treasurer.

Norfolk—Auction Company.—Chartered: The Norfolk Auction Co., with a capital stock of from \$1000 to \$5000; W. B. Baldwin, president.

Pulaski—Land Company.—The Southwest Virginia Land Co. has been incorporated to sell lands on commission; capital stock \$5000; W. C. Van Doren, president; H. L. Stone, vice-president; C. Guy Larew, secretary-treasurer.

Richmond—Publishing.—The Richmond News Co. has been incorporated to publish a newspaper with Harvey L. Wilson, president; John C. Hagan, vice-president; G. C. Worsham, secretary-treasurer; capital stock \$25,000.

Rural Reteat—Flour Mill.—Charles Spence contemplates the erection of a 50-barrel flour mill, with turbine wheel and electric-power plant.*

Winchester—Electric-light Plant.—The Winchester Gas & Electric Light Co. will be awarded contract for lighting the city for five years, provided it erects a new electric-light plant.

WEST VIRGINIA.

Charleston—Steamboat Company.—G. T. Thayer, R. L. Kane, T. C. Beury and others have formed the Kanawha Steamship Co., with an authorized capital of \$50,000.

Charleston—Chartered: The Sim Iron Co., with a capital stock of \$5,000,000, by C. C. Buery of Claremont, G. C. Schoolfield of Charleston, C. A. Cabell, G. H. Powell and D. T. Evans of Powelton.

Davis—Poultry.—Chartered: The Davis Poultry Co., by David Alderton and others; authorized capital \$10,000.

Fairmont—Coal Mines.—The Davis (W. Va.) Coal & Coke Co. has purchased 10,000 acres of coal land between Fairmont and Morgantown, and will develop it.

Fayetteville—Electric-light Plant.—A company will probably be organized for the erection of an electric-light plant. Address "The Mayor."

Keyser—Telephone Company.—Chartered: The Union Telephone Co., with authorized capital of \$50,000, by C. W. Siever and others.

Kingwood—Timber-land Development.—McMillen & Minshall of Piedmont have recently purchased a tract of timber land near Kingwood, and are developing it.

Mannington—Gas Development.—The Home Gas Co. (reported last week as incorporated) has 1000 acres of gas territory near Mannington, with one gas well completed, which has a pressure of 800 pounds; pipe is now being laid into the city for supplying manufacturers with natural gas.

Martin's Ferry—Iron Works.—B. M. Caldwell, W. L. Glessner and H. H. Hornbrook have organized a stock company for the purchase and operation of the L. Spence & Co.'s machine works; new company is to manufacture structural iron, to be used in erecting bridges; also to continue the general repair work.

Norwood—Coal and Coke Company.—T. H. Cooper of Coaldale, John W. Booth of Normond and James R. Booth and Edward Cooper of Cooper have incorporated the Big Four Coal & Coke Co., with an authorized capital of \$100,000; principal office at Coaldale.

Rowlesburg—Cement Mill.—The Buckhannon Cement Co. is preparing to erect a new mill.

Sistersville—Oil and Gas Development.—The James Oil & Gas Co. has been incorporated, with an authorized capital of \$100,000, by J. M. Flanigan of Salem and others.

Welch—Coal and Timber Lands.—J. J. Sperry and John Rapelje of Anderson, W. Va., have purchased 8500 acres of coal and timber lands in and around Welch, and will probably develop.

Wheeling—Oil and Gas Development.—Chartered: The Short Creek Oil & Gas Co., with an authorized capital of \$50,000, by John C. Divine, Robert Simpson, David G. Morgan and others.

Wolf Summit—Oil-land Development.—Chas. M. Hart, Chas. J. Goff, R. T. Lowndes, Jr., and M. B. Dessim have organized a company to operate 800 acres of oil territory at Wolf Summit; contract for drilling two wells has been let.

BURNED.

Anderson, Ark.—The Bluff City Lumber Co.'s saw mill; estimated loss \$20,000.

Brownsville, Tenn.—The Brownsville Electric Light Co.'s plant; estimated loss \$8000.

Chattanooga, Tenn.—The Chattanooga Furniture Co.'s plant; estimated loss \$40,000.

Disputanta, Va.—James A. Thacker's saw mill; estimated loss \$4000.

Nashville, Tenn.—Bradford & Carson's mattress factory; estimated loss \$2500.

Raleigh, N. C.—R. T. Robinson's saw mill, grist mill, gin and planer; loss \$2000.

BUILDING NOTES.

Baltimore, Md.—Hotel.—Baltimore capitalists contemplate the erection of a six-story hotel to cost from \$75,000 to \$100,000 at the corner of Broadway and Baltimore streets; a stock company may be formed. John T. Murphy is interested.

Baltimore, Md.—Theater.—Joseph Castleberg, 106 North Eutaw street; Charles Reynolds, E. M. Noel and others have purchased the Hamilton Easter Building on Baltimore street and will remodel it for a theater.

Baltimore, Md.—Residence.—W. M. Elliott, Jr., has prepared plans for residence, including laundry, etc., near Walbrook, for Francis K. Carey.

Baltimore, Md.—Business Buildings.—Jackson C. Gott will prepare plans for eight-story office and warehouse building, to be constructed of brick, iron and stone, and the supplies needed will include plate glass, tiling, electric lights, steam heat, roof skylights, etc.; cost \$80,000; building will be used by the Kohler Manufacturing Co. for the manufacture of drugs. J. E. Lafferty has prepared plans for the three-story brick and stone residence of Elias Blackshire; it will be 30x70 feet and cost \$30,000; supplies will include pressed brick, grilles, burglar-proof silver safe, galvanized-iron corners, copper spouting, cement, sanitary plumbing, boilers, bathtubs, electric wiring, gas and electric-light fixtures, ranges, marble wainscoting, mantels and speaking tubes.

Betterton, Md.—Hotel, etc.—Henry Brauns of Baltimore will prepare plans for hotel and excursion house at Betterton for the Philadelphia Steamboat Co. of Baltimore.

Bowling Green, Ky.—Theater.—Plans and specifications have been drawn for rebuilding the theater recently burned. Address Potter Bros.

Charlestown, W. Va.—Schools.—The Charlestown School & Hotel Co. has been incorporated by A. W. McDonald and others.

Clarksville, Tenn.—Warehouse.—The Atlantic Snuff Co. has awarded contract for the erection of a four-story warehouse 210x137 feet, built of brick, with cut-stone trimmings; cost \$40,000.

Clarkton, N. C.—Warehouse.—The Banner Warehouse has been incorporated, with a capital stock of \$2000, by O. L. Clark, N. A. Currie and G. H. Currie.

Columbia, Mo.—Hospital.—The University of the State of Missouri will erect a \$35,000 hospital (recently reported), plans for which are being prepared by Prof. T. Nolan; competitive bids for construction are wanted about September 1; A. W. McAlester, dean.

Dickson, Tenn.—Jail.—The city is ready to receive bids on a fireproof city jail or work not to exceed \$5000. Plans and specifications can be secured. Address "The Mayor."

Due West, S. C.—School Building.—The city will build school after plans by Frank P. Milburn, Charlotte, N. C.; brick foundation, slate roof, cost \$2800. Address R. C. Brownlee.

Gaston, N. C.—Building.—Plans have been prepared for the erection of a two-story brick building by Robinson Bros.

Greenville, S. C.—Educational.—The Sterling Industrial College has been incorporated, with a capital stock of \$2500, by A. B. Davis and others.

Gulfport, Miss.—Warehouse.—H. J. Johnson, W. F. Pettus, J. P. Myer of Ellisville, Miss.; L. C. McJaney, M. R. Halloway of Mount Carmel, and J. M. Phillips of Hattiesburg, Miss., contemplate the organization of a company to erect a cotton warehouse at Gulfport.

Harned, Ky.—Warehouse.—Peyton Scott will erect a tobacco warehouse.

Huntsville, Ala.—Cottages.—W. L. Wellman will erect a number of cottages, to cost \$2000 each.

Kinston, N. C.—Warehouse.—R. L. Dibrell and A. B. Carrington are organizing a company to erect a tobacco warehouse.

Knoxville, Tenn.—Cottages.—The Parham Woolen Mills will erect fifty cottages.

Memphis, Tenn.—The Choctaw & Memphis Railroad Co. is having plans prepared for the erection of a freight depot, two-story office and other buildings at Memphis; R. Fink, general manager, Little Rock, Ark.

Middlesborough, Ky.—Depot.—The Louisville & Nashville Railroad Co. will erect an \$8000 depot at Middlesborough; J. G. McElveen, general manager, Louisville, Ky.

Monbo, N. C.—Warehouse.—The Monbo Cotton Mills is erecting a warehouse of three compartments 25x50 feet, and a river cotton platform.

Nagshead, N. C.—Hotel.—The erection of a hotel is contemplated. Names of interested parties will be announced later.

Raleigh, N. C.—Business Building.—James and Wilson Boylan have purchased site for \$20,000 and will erect three-story business building.

Sanford, N. C.—Residence.—T. L. Chisholm will erect a residence.

Savannah, Ga.—Warehouses, Freight Depot, etc.—The Georgia & Alabama and the Florida Central & Pensacola railroads will erect warehouses and a freight depot 700 feet long in Savannah; Cecil Gabbett, general manager Georgia & Alabama.

Scranton, Miss.—Jail.—The board of supervisors has awarded contract to F. B. Hull of Jackson, Miss., at \$8864 for erection of new two-story brick and steel jail at Scranton.

Washington, D. C.—Buildings.—Permits issued to W. F. Kelly for six three-story brick dwellings 16x20 feet, press-brick fronts, flat tin roof, cost \$12,000; H. M. Meline, three-story brick and stone dwelling 25x41 feet, flat tin roof, hot-water heat, cost \$13,000; R. E. Middaugh, three three-story brick dwellings 16x29 feet, press-brick front, flat tin roof, furnace heat, cost \$9000; Southern Railroad Co., seven-story addition 35x42 feet, brick, stone and iron, flat, pitch and mansard roof of slag and slate, steam heat, towers, cost \$125,000; W. V. Cox, six two-story frame dwellings, flat tin roofs, cost \$6000.

Wilson, N. C.—Warehouse.—S. W. Venable, Jr., R. L. Dibrell and A. B. Carrington have incorporated as S. W. Venable, Jr., & Co. for the erection of a tobacco warehouse; capital stock \$6000.

Winchester, Tenn.—Bank Building.—The Winchester Bank has awarded contract to Tom Scott for the erection of a four-story brick building to cost \$12,000.

RAILROAD CONSTRUCTION.

Railways.

Athens, Texas.—Officials of the Texas & New Orleans Railroad are arranging for right of way and depot grounds at Athens.

Augusta, Ga.—Surveyors of the Seaboard Air Line have begun to run the line of the Chattanooga, Augusta & Charleston Air Line between Augusta and Athens.

Beaumont, Texas.—It is reported that construction of a connection between Sabine & East Texas and the Texas Trunk railroads has begun.

Bethany, Ky.—Mr. R. E. Carlton, writing to the Manufacturers' Record, confirms the report that he will build a line from Bethany to Georgetown.

Birmingham, Ala.—It is reported that rights of way have been obtained for the Canton, Aberdeen & Nashville Railroad to run between Winfield, Ala., and West Point, Miss.

Bluffton, Ga.—It is reported that citizens of Bluffton have raised \$10,000 for the construction of a railroad from Blakeley to Bluffton.

Clayton, Mo.—It is reported that work will begin in a few days on the Clayton section of the Brentwood, Clayton & St. Louis Railroad.

Columbia, Ky.—Citizens of Columbia are working to secure the right of way for the construction of an electric railway between Columbia, Adair county, and Campbellville, Taylor county, a distance of about twenty miles. Dr. J. R. Shepherd of Nashville, Tenn., is interested.

Columbia, S. C.—It is announced that the Lockhart Railway will be constructed from Orr's, on the Southern Railway, to Lockhart, a distance of thirteen miles.

Covington, Va.—It is reported that the Low Moor Iron Co. will construct a railroad from Covington to the iron mines on Potts creek, a distance of eight miles.

Guthrie, Okla.—A charter has been granted to the Denver, Oklahoma & Gulf Railway to the Denver, Oklahoma & Gulf Railway.

Co. to build a road 400 miles long from through Kansas, Oklahoma, Indian Territory to a point in Grayson, Cook or Montague county, Texas.

Hagerstown, Md.—It is reported that the Reading Railroad will purchase and extend the Tuscarora Valley Railroad and extend it from Blairs Mills, Pa., to Hancock, Md., to connect with the Baltimore & Ohio Railroad.

Hagerstown, Md.—It is reported that an electric railway will be built from Antietam battlefield to connect with the Hagerstown trolley system at Funkstown. It will be about sixteen miles long.

Hickman, Ky.—It is reported that the building of a new railroad from Hickman to Tiptonville, Tenn., or the extension of the Nashville, Chattanooga & St. Louis Railway from Hickman to Tiptonville is assured.

Houston, Texas.—The Texas & New Orleans Railroad Co. is planning to have its charter amended to permit it to build a connection between the Sabine & East Texas Railway and the Texas Trunk Railroad.

Hyattsville, Md.—The Baltimore & Ohio Railroad Co. is contemplating certain track changes to accommodate traffic with the Chesapeake Beach Railway.

Jasper, Texas.—A proposition has been submitted to the citizens of Jasper looking to the building of the Gulf, Beaumont & Northern Railway into the city.

Knoxville, Tenn.—It is reported that the Tennessee Central Railroad is making a preliminary survey from Kingston to Knoxville.

Knoxville, Tenn.—Knox and Hawkins counties, Tennessee, have voted a subsidy of \$100,000 each for the proposed Knoxville & Bristol Railway.

Knoxville, Tenn.—It is announced that work will commence within the next thirty days upon the Knoxville & Bristol Railroad. Mr. Henry M. Aiken is general manager.

Lynchburg, Va.—It is reported that the Virginia Soapstone Co., of which Capt. J. W. Foster is manager, is constructing an electric freight railway along the Rockfish river for six miles to the Rockfish depot on the Southern Railway to the company's plant at Schuyler.

Mandeville, Ga.—Survey has begun for an extension of the Chattanooga, Rome & Southern Railroad from Mandeville to Franklin.

Memphis, Tenn.—Contracts have been let by the Louisville & Nashville Railroad for the construction of a cross-over between its main track and that of the Nashville, Chattanooga & St. Louis Railway, giving the former road access to Southern Memphis.

Mt. Pleasant, Tenn.—The Nashville, Florence & Southern Railroad is preparing to lay about five miles of additional side-track at Mt. Pleasant.

Nashville, Tenn.—The Green River Valley Railroad has been chartered, with a capital stock of \$40,000, to build a railroad from Nashville through Davidson, Wilson, Truesdale, Sumner, Macon, Clay, Fentress, Putnam, Cumberland and Pickett counties, and through the Green river valley into South-eastern Kentucky.

Palmer, W. Va.—The preliminary survey for an extension up Grassy creek from Palmer to Addison of the Holly River & Addison Railway will begin during this month. Mr. George A. Hechmer of Palmer is general manager.

Raleigh, N. C.—The Raleigh & Eastern Railroad Co. has been incorporated by J. S. Carr, E. B. Barbee and others to construct a railroad from Raleigh to Wakefield, Wake county, or Earpsboro, Johnston county, about twenty miles.

Richmond, Va.—It is reported that the contract for building the Manchester & Petersburg Electric Railway has been given to R. J. Simmons of Richmond by the Old Dominion Construction Co.

South McAlester, I. T.—General Manager Henry Wood informs the Manufacturers' Record that no arrangements have been made in regard to the western extension of the Choctaw, Oklahoma & Gulf Railroad.

Waynesville, N. C.—It is reported that the Southern Railway Co. will build a road from Waynesville to Gamble's Store, Tenn., a distance of nine miles.

Street Railways.
Atlanta, Ga.—The city council committee on electric railways has decided in favor of certain franchises for the construction of single or double tracks by the Collins Park & Belt Railroad.

Chattanooga, Tenn.—It is announced that estimates for the construction of an ele-

vated railroad 2300 feet long from Chattanooga to Lookout mountain by the Chattanooga Rapid Transit Co. are being received by President Devine.

Fitzgerald, Ga.—C. O. Pollard, city engineer, is promoting plans and specifications for a street railway at Fitzgerald.

New Orleans, La.—It is expected that the New Orleans City Railroad Co. will begin an extension of its line to Port Chalmette within a month.

Roswell, Ga.—The city council has granted the Roswell Electric Street Railway, Light & Power Co. franchises for operating an electric line and electric-lighting plant in the town.

Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Agricultural-implement Manufacturers.—Salcedo & Co., Apartado 115, Mexico City, Mexico, want to correspond with manufacturers of agricultural implements.

Axes.—See "Wheels."

Bag Machinery.—See "Textile Machinery."

Bank Fixtures.—See "Vaults, etc."

Boiler.—Fayetteville Cotton Mills, Fayetteville, N. C., is in the market for one 125 to 150 horse-power return tubular boiler; wants prices and description of new and second-hand.

Boiler and Engine.—See "Electric-light Plant."

Boiler and Engine.—J. W. Cooper, Murphy, N. C., wants to buy a good second-hand engine of forty horse-power and boiler seventy to eighty horse-power, cash prices.

Boilers and Engines.—Galveston Fiber Co., Thos. A. Robinson, general manager, Galveston, Texas, will require portable boilers and engines for field work, six to ten horse-power (oil or steam).

Boiler Specialties.—See "Feed-water Heater."

Brush Machinery.—A. D. M. Osborne, 307 N. Graham street, Charlotte, N. C., wants to correspond with manufacturers of machinery for making hair and fiber brushes, or with parties manufacturing such brushes.

Chairs.—Col. A. J. Daniels, Roberta, Ga., wants to correspond with parties who can furnish 300 revolving chairs for auditorium.

Corn-milling Machinery.—Greer Machinery Co., Knoxville, Tenn., wants prices on corn-crusher to have a capacity of not less than two carloads a day of two-inch stock.

Corn-milling Machinery.—Silman Milling Co., Charleston, W. Va., is in the market for a cob-crusher and grinder.

Cotton Mill.—J. M. Geer, P. O. Box 47, Greenville, S. C., will probably contract for cotton mill for manufacturing sheetings and drills before October 1.

Cotton-mill Machinery.—See "Textile Machinery."

Cotton-mill Machinery.—J. S. Hartzell, Mt. Pleasant, S. C., wants to correspond with manufacturers of machinery for making spool cotton out of Sea Island cotton.

Crushing Machinery.—See "Mining Equipment."

Dam.—Proposals are being solicited by the Great Falls Power Co., Washington, D. C., for building a dam across canal and a canal or sluice to convey water to powerhouse for generating electricity.

Dredge.—Sealed proposals will be received until September 21 at U. S. Engineer Office, custom-house, New Orleans, La., for hire of dredge to improve Mermont river and tributaries, Louisiana. Information furnished on application; James B. Quinn, major, engineers.

Electrical Machinery.—See "Railway Equipment."

Electrical Machinery.—Galveston Fiber Co., Thos. A. Robinson, general manager, Galveston, Texas, will require portable electric motors and dynamos of small capacities.

Electric-light Plant.—L. A. Morgan, mayor, Uniontown, Ala., wants prices on establishment of an electric-light plant of twenty-five arc and 150 incandescent lights, city to furnish sufficient boiler power.

Electric-light Plant.—Brownsville Electric Light Co., Brownsville, Tenn., will be in the market for 60-kilowatt dynamo, engine, boiler, heater and pump, all to suit.

Electric-power Plant.—Charles Spence, Rural Retreat, Va., wants to correspond with manufacturers of electric-power plants and turbine wheels for operating flour mill.

Engine.—R. Holmyard, general manager Pineville Coal Co., Pineville, Ky., is in the market for a second-hand horizontal engine of about ten horse-power.

Engine.—See "Hoisting Engine."

Feed-water Heater.—A. J. Baldwin & Co., Dawson, Ga., is in the market for a 150-horse-power feed-water heater of the closed style; second-hand may do.

Ferro-manganese.—See "Iron Furnace."

Flouring Machinery.—Marshall & Stewart, Red House, Ky., want wheat-cleaner.

Flour Mill.—Charles Spence, Rural Retreat, Va., will probably contract for 50-barrel flour mill.

Furniture Machinery.—Carpenter & Taylor, Rutherfordton, N. C., want to correspond with manufacturers of furniture machinery.

Grinding Machinery.—See "Mining Equipment."

Hoisting Engine.—Southern Car & Foundry Co., Anniston, Ala., wants a second-hand hoisting engine capable of operating two-ton scrap drop.

Iron Furnace.—Jas. H. Couper, care of J. H. Haskinson, Rome, Ga., wants information relative to the manufacture of ferro-manganese; wants information to cover every feature, also kind of furnace used, etc.

Launch.—C. Archbill, Bath, N. C., wants a second-hand steam launch twenty or forty feet long.

Machine Tools.—J. B. Poore, 1200 North Washington avenue, Scranton, Pa., is in need of two second-hand lathes, with all modern improvements, one that will swing twenty inches and one forty-eight inches.

Machine Tools.—Ornamental Iron & Wire Co., F. G. Stauffer, secretary, Chattanooga, Tenn., will need a lathe, a nipple machine for cutting and threading all sizes of pipe, and a machine for making different articles out of wire.

Machine Tools.—Dubinski Electric Co., San Antonio, Texas, will be in need of large planing machine, drill machine, etc.

Machine Tools.—John B. Moffett, P. O. Box 336, Camden, S. C., wants to buy bicycle tools.

Machine Tools.—Lacoochee Machine Works, Lacoochee, Fla., is in the market for machine tools.

Milling Machine.—J. B. Poore, 1200 North Washington avenue, Scranton, Pa., wants a second-hand modern milling machine, large size.

Mining Equipment.—H. F. Webb, Pulaski, Tenn., will be in the market for machinery for grinding phosphate rock.

Mining Equipment.—F. Hardy, P. O. Box 103, Mt. Pleasant, Tenn., wants to correspond with manufacturers of hand-power mills or grinding machines for grinding samples of phosphate rock.

Molasses Mills.—See "Sugar Mills."

Paper Machinery.—H. C. Warmoth, Lawrence P. O., La., wants a second-hand paper mill for turning out eighteen tons of paper per day.

Pasteboard.—Bonifacio Macias, Monterey, Mexico, wants to correspond with manufacturers of pasteboard in sheets.

Peanut-hullers.—Perry L. Biddle, De Funak Springs, Fla., wants to correspond with manufacturers (by hand-power) of peanut-hullers.

Quarry Operators.—T. B. Wilson, mayor, Elizabeth City, N. C., wants to correspond with quarry operators.

Railway Equipment.—Tar River Lumber Co., Rocky Mount, N. C., wants to purchase a second-hand logging locomotive to weigh from twelve to sixteen tons and five logging cars, all to be three feet gauge; quote price at once delivered f. o. b. cars Rocky Mount.

Railway Equipment.—Tennessee Northern Railway Co., S. C. Bradley, superintendent, Lafollette, Tenn., is in the market for one wooden and one iron turntable.

Railway Equipment.—C. O. Pollard, city engineer, Fitzgerald, Ga., wants to correspond with manufacturers and dealers in electric street-railway supplies.

Railway Equipment.—Empire Steel & Iron Co., Empire Building, 100 Broadway, New York, N. Y., is in the market for a three-foot narrow-gauge heavy freight locomotive, with side or saddle tank, that will haul 150 tons of freight on a 3 per cent. grade, the whole base not to exceed ten feet.

Rock Crusher.—Tennessee Northern Railway Co., S. C. Bradley, superintendent, Lafollette, Tenn., is in the market for one rock crusher.

Roofing.—J. C. Hundley, Durham, N. C., wants corrugated or roofing iron to cover lumber shed 50x100 feet.

Safes.—See "Vaults, etc."

Sewerage System.—Sealed proposals will be received by J. M. See, city clerk, Greenville, Miss., until September 5 for making surveys, plans, specifications and cost of putting in sewerage system. All proposals must be accompanied by references of the skill and ability of the party to do the work proposed.

Spinning Machinery.—See "Textile Machinery."

Steam Specialties.—See "Feed-water Heater" and "Electric-light Plant."

Sugar Mills.—W. L. McCormick, Eufaula, Ala., contemplates buying machinery for mixing and reboiling cane syrup and molasses.

Syrup Mills.—See "Sugar Mills."

Textile Machinery.—H. C. Lemly, Box 400, Winston-Salem, N. C., wants addresses of manufacturers of machinery for making grain bags.

Textile Machinery.—Galveston Fiber Co., Thos. A. Robinson, general manager, Galveston, Texas, will require spinning machinery sufficient to work three tons of ramie yarn per day.

Textile Machinery.—P. M. Mayer, 1816 Valencia street, New Orleans, La., wants to correspond with manufacturers of machinery for making rope, twine, mops, yarns, batting, etc.

Turpentine Distillery.—John Armistead, Georgetown, S. C., care of Kaminiki & Co., wants to correspond with manufacturers of machinery for making turpentine, wood alcohol, charcoal, etc., from the roots and stumps of pine trees.

Vaults, etc.—Col. A. J. Daniels, Roberta, Ga., wants to correspond with parties who can supply vaults, iron safes and bank fixtures.

Water Wheel.—See "Electric-power Plant."

Water Works.—Sealed proposals will be received by the mayor and commissioners of Rocky Mount, N. C., until September 1 for constructing a system of water works and for finishing material for same. Work will embrace ten miles of pipe, standpipe, filtration plant and other appurtenances. Plans and specifications will be on file, and may be seen at the office of the town clerk, and copies of same may be obtained after August 12; usual rights reserved; J. H. Baker, Jr., mayor; T. T. Thorpe, town clerk; J. L. Ludlow, engineer, Winston, N. C.

Wheels.—R. N. Newland, Atkins, Va., wants metal or wooden wheels from twelve to twenty-four inches in diameter for toy wagons and carts; also prices on axles for same.

Wire Manufacturers.—C. E. Gregory Co., 58 S. Clinton street, Chicago, Ill., is in the market for 500 pounds of No. 26 B. & S. gauge, single cotton-covered magnet wire for immediate delivery; telegraph prices.

Wire Manufacturers.—A. W. Maas, P. O. Box 1155, New Orleans, La., needs some wire bars, from 100,000 to 1,000,000, made of No. 6 steel galvanized wire, with round nail head at each end.

Wireworking Machinery.—See "Machine Tools."

Woodworking Machinery.—The Pierpont Manufacturing Co., Crescent City, Fla., wants catalogues and prices on machinery for making wooden butter-dishes.

TRADE LITERATURE.

Boston Belting Co.—The Boston Belting Co. is distributing a novelty descriptive of its product. The line comprises hose, packing, belting, etc.

Cottonseed Linters.—The increasing manufacture of cottonseed products makes a corresponding increase in the demand for the most improved machinery used in the industry. In this connection attention is called to the Carver Cotton Gin Co. of East Bridgewater, Mass., manufacturer of cottonseed linters, huller knife grinders, saw-

fling machines and gummers, huller and mott gins, cottonseed feeders and complete ginning outfits. The company has issued a circular lately illustrating and describing its improved Carver cottonseed linter.

Acetylene, etc.—It is well said that a commodity which is really of better quality than its competitors on the market, and costs no more, is likely to outstrip them in the race for popularity. New offerings to the public must be of the most satisfactory nature, both as to cost and efficiency, in order to attain a quick and satisfied clientele. Such product is claimed to be offered by Messrs. J. B. Colt & Co. of 3 W. Twenty-ninth street, New York city. This firm issues a catalogue of the most complete character, illustrative and descriptive of its acetylene-gas appliances, which the Colts manufacture under privileges obtained from the Acetylene Apparatus Manufacturing Co. of 141 Broadway, New York. The use of acetylene gas is on the rapid increase, and those contemplating its adoption for any purpose will do themselves a favor by requesting Messrs. Colt & Co. for information before making contracts.

Compressed-Air Machinery.—An experience of over twenty-five years in the manufacture of air compressors enables the Ingersoll-Sergeant Drill Co. of New York city to produce a line of compressed-air machinery and tools not excelled. The company has used and tested thoroughly different devices from time to time, and the several types finally selected and now manufactured are accepted with confidence throughout the industrial world. A feature of the machinery built by this company is its simplicity and absence of complication; this enables the apparatus to be put in the hands of ordinary engineers, with every assurance that good service and economy will be obtained. The company has issued a catalogue (No. 33), illustrative and descriptive of its product. The tables are much the same as given in previous catalogues, but there has been added the illustrations of some very important plants and machines; also an exhaustive series of formulas and tables on the flow of air through pipes. This latter is considered very valuable information, and it was compiled at considerable expense. For catalogue address company's office at 26 Cortlandt street.

Light and Power for Private Buildings.—A most artistically-prepared book has been issued by Messrs. Westinghouse, Church, Kerr & Co., New York, entitled "Light and Power Installations for Private Residences and Hotels." The finest tinted paper, profuse and original illustrations and a choice blending of colors combine to present a business publication in a luxurious setting, coupled with the most refined good taste. The pages are illustrated with artistic views of private residences and hotels where electric lighting is provided by Westinghouse gas engines and generators. We note that well-known people have substituted electric lighting for gas and lamps. We glean from the pages of this interesting book that electric lighting can be supplied in any remote point. The Westinghouse gas engine is a novel invention, specially adapted for electric lighting. Gasoline can be used as fuel when gas is not available. With an electric plant light is supplied for the house, stables and grounds, and also power for operating pumps, elevator service, ventilating fans, lathes, saws, preparing fodder, ice freezers, dairy, laundry and other work connected with private residences and hotels.

High-Speed Engines.—Modern steam engineering practice demands an engine capable of sustained operation at high speed, possessing the utmost refinement in the matter of speed regulation and developing the maximum horse-power with the minimum of weight and floor space. Many years devoted exclusively to the most careful design and development of an extensive line of simple, compact and absolutely high-grade engines enables the B. F. Sturtevant Company to fulfill these requirements. That it has succeeded is best evidenced by a record of over 6000 engines of the various types built and sold since entering the field. These engines are unique in many features, are specially adapted for and fulfill the requirements of dynamo-driving and similar refined and continuous work in which they have been most extensively employed and for which they were distinctly designed. They are manufactured in large lots by special tools, their parts are interchangeable and duplicates are always carried in stock, so that repairs may be made without delay. Combined generating sets can also be furnished to meet any ordinary conditions. Catalogue upon application to the B. F. Sturtevant Company, Boston, Mass.

FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

Tennessee Bankers.

The Tennessee Bankers' Association, at its annual meeting at Lookout Inn, adopted a resolution favoring the establishment by the federal government of an academy for the special training of men for the consular service. In his annual report President Watts stated that there are 150 banks and brokers doing business under State laws, with a combined capital of \$6,450,000, and forty-seven national banks, with a combined capital of \$7,400,000. In the association are forty-nine State banks and twenty-three national banks, with a combined capital of \$6,900,000.

Alabama Banking Plan.

The Alabama Trust & Banking Co., incorporated last week with a capital of \$50,000, proposes to transact a general banking business, with headquarters at Birmingham, but with the right to open offices with agencies in other parts of Alabama. It is announced that a bank will at once be organized at Sheffield, and later on at Jasper, Russellville and other places. Among those interested are Messrs. Nat Baxter, Jr., Col. A. M. Shook, J. J. Gray and G. B. McCormack.

Talk of Consolidation.

At the annual meetings of the West Virginia Central & Pittsburg Railway and the Davis Coal & Coke companies at Elkins, W. Va., the question of consolidating the companies was discussed, and the belief is expressed that the two companies in which the same persons are interested will be united. Ex-Senator Henry G. Davis is president of the railway company, and Senator Stephen B. Elkins is president of the coal company. The former is capitalized at \$6,000,000 and the latter at \$3,000,000.

New Corporations.

The Warren Deposit Bank of Bowling Green, Ky., will reduce its capital stock from \$200,000 to \$100,000.

The Farmers and Merchants' Bank of Huntsville, Mo., has been organized, with a capital stock of \$10,000.

George Tilles, William Blair and others have filed articles of incorporation for the American Indemnity Co. of Fort Smith, Ark.

The Farmers' Bank of Powersville, Mo., has been incorporated, with \$10,000 capital stock, by C. S. Allen, G. W. Calhoun and others.

The National Bank of Richmond, Va., has been organized, with a capital stock of \$200,000, by Newton Lockwood, David A. Ainslie and others.

The Columbia Bank of Columbus, Miss., has been incorporated, with a capital stock of \$30,000, by W. E. Lampton, P. H. Enochs and others.

The Mortgage Syndicate Co. of Baltimore has been incorporated by Emil Rautman, H. G. Odenwald and others, with a capital stock of \$100,000.

The Citizens' Savings Bank has been organized at Durham, N. C., with J. S. Carr as president and W. H. Oakley, cashier. The capital stock is \$25,000.

George A. Willis is president, and M. S. Hardesty, cashier, of the Bank of Camden Point, organized at Camden Point, Mo., with \$10,000 paid-up capital.

Application has been filed at Dillon, S. C., by J. W. Dillon, J. C. Cottingham

and others for a charter for the Dillon Loan & Investment Co. The capital stock is to be \$50,000.

New Securities.

Dallas county, Texas, has issued \$40,000 3 per cent. refunding courthouse bonds.

Towns county, Georgia, has authorized the issuance of \$8500 5 per cent. courthouse bonds.

The Bank of Commerce, Owensboro, Ky., proposes to reduce its stock from \$100,000 to \$50,000.

Sealed bids will be received until September 1 for the \$35,000 5 per cent. high-school bonds of Austin, Texas.

Sealed bids will be received until September 1 for \$100,000 county-road bonds of Bradley county, Tennessee.

The attorney-general has approved the issue of \$47,500 refunding courthouse and jail and the \$9000 refunding bridge bonds of Karnes county, Texas.

A special election will be held at St. Joseph, Mo., on August 19 to vote upon the issuance of \$10,000 school bonds.

Augusta, Ga., is considering an issue of \$66,000 3½ per cent. bonds to refund 7 per cent. bonds maturing November 1 next.

The city council of Columbus, Ga., has authorized an election to vote on the issuance of \$100,000 4½ per cent. sewer bonds.

Dividends and Interest.

Asheboro, N. C.—Bank of Randolph, 4 per cent. semi-annual.

Huntsville, Ala.—First National Bank, 3 per cent. semi-annual.

Snow Hill, Md.—Equitable Building and Loan Association, 7 per cent. annual.

Elkins, W. Va.—Davis Coal & Coke Co., ½ per cent. semi-annual; West Virginia Central Railway Co., 2 per cent. semi-annual.

Financial Notes.

The Safety Building & Trust Co. of Newport, Ky., proposes to increase its capital stock from \$250,000 to \$350,000.

The State banks of Maryland show in their annual reports to the comptroller of the currency \$9,145,961.83 resources, \$1,704,250 capital stock, \$523,064.80 surplus, \$225,669.45 undivided profits, \$31,096.83 unpaid dividends, \$6,431,230.34 deposits, \$9651.91 due private banks, \$167,930.58 due national banks, \$29,422.28 due State banks and \$21,645.64 all other liabilities.

It is announced that for the first time in its history St. Louis will not have to draw upon New York for money with which to meet the demands of agricultural sections tributary to it in moving crops, and this, too, at a time when more money than usual will be required. The bankers are a little bothered temporarily by the scarcity of small bills, but every bank in the city has plenty of money in its vaults.

The Tuscaloosa (Ala.) Business Men's League has been organized, with John W. Davis, president; W. H. Sawtell, vice-president; F. A. Devere, secretary, and Herman Plettner, treasurer.

The secretary of the Board of Trade of Lynchburg, Va., is quoted as estimating that during the next eight months about 500 additional girls will be needed in Lynchburg industries.

The next annual convention of the National Hay Association will be held at Baltimore in August, 1900.

New York and Little Rock, Ark., have been placed in direct telephonic communication.

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A dispatch from Louisville, Ky., states that the Ohio Falls Iron Works have been purchased by the Republic Iron & Steel Co. for \$70,000.

G. A. R. Encampment, Philadelphia—Reduced Rates via Pennsylvania Railroad.

On account of the Thirty-third Annual Encampment of the Grand Army of the Republic, to be held at Philadelphia on September 4, 5, 6, 7, 8 and 9, the Pennsylvania Railroad Co. will sell excursion tickets from Baltimore to Philadelphia at a rate of \$3.

Tickets will be sold on September 2, 3, 4 and 5, good to return until September 12, inclusive; but by depositing tickets with joint agent at Philadelphia on September 5, 6, 7, 8 or 9, and the payment of fifty cents, return limit may be extended to September 30, inclusive.

Side Trips.—Tickets for side trips Washington, Old Point Comfort, Gettysburg, Antietam and Virginia battlefield will also be sold a greatly-reduced rate.